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NAVAL OFFICER ON TRIAL.

COURT MARTIAL ON H.M.S. BERWICK.

CHARGES ARISING OUT OF ALLEGED DRUNKENNESS.

MOTOR-BOAT INCIDENT

Charges arising out of alleged drunkenness against Lieutenant C. C. L. Grant, of H.M.S. Berwick, were investigated at a Court Martial which opened on board the cruiser this morning.

The President of the Court was Captain J. Wolfe-Murray (H.M.S. Kent), other members being Commander W. Kitson (H.M.S. Kent), Commanders F. H. W. Byron, C. H. Phillips and R. D. Binney (H.M.S. Tamar). Pay Lieutenant Phillips acted as Judge's Advocate.

The prosecutor was Captain Wykes-Sneyd (H.M.S. Berwick), while Lieutenant Grant was defended by Mr. H. C. Macnamara.

Quarter Master's Evidence.

Leading Seaman A. Scott (H.M.S. Berwick) said that on the night of August 7 and 8 he was on duty as Quarter Master of the Middle Watch. At about twenty minutes past midnight, a "Walli Walli" motor-boat came alongside the ship, stopping at the bottom of the accommodation ladder. Witness went to the bottom of the ladder and saw Lieutenant Grant in the stern of the motor-boat.

There was no movement, and witness after boarding the motor-boat spoke to Lieutenant Grant, but received no reply. Witness spoke a second time and Lieutenant Grant then got up and went on board the Berwick.

"Mumbled Something."

Continuing, witness said he saw the accused on the quarter deck at three minutes before half past twelve when the latter called witness, to whom he mumbled something. Witness was not able to understand very well what was said and the only words he could comprehend were to the effect that the accused wished to be called at six o'clock in the morning.

Lieutenant Grant was sitting in the motor-boat with his eyes open and "seemed to be in a trance." He was dressed in civilian clothes. Witness added that he thought the accused was under the influence of liquor. His breath also smelt of drink.

Replying to Mr. Macnamara, witness agreed that he was a little deaf, but he did not think that accounted for his not understanding what the accused said. "There was no light in the motor-boat."

Not Asleep.

When Mr. Macnamara suggested that Lieutenant Grant might have been asleep, witness said he was sure that he was sitting up in the motor-boat with his eyes open.

Re-examined by Captain Wykes-Sneyd, witness said the accommodation ladder was lit and the stern of the motor-boat was about five feet from the nearest light. There was sufficient light for him to recognise Lieutenant Grant from the top of the accommodation ladder.

The Court Martial is proceeding.

HONGKONG LADY'S FORTUNE.

MRS. MACDONALD LEAVES OVER \$667,000.

Estate to the value of \$667,100 was left by Mrs. Mary Sim Macdonald who died at No. 8, Observatory Villas, Kowloon, early this year.

Appellations has been granted for the re-issuing of exemplification of probate of the will dated February 22, 1924, to Mr. D. J. Lewis, attorney of Lieut. Comdr. R. K. C. Pope, R.N., of No. 4, Park Mansions, North Parade Lowestoft, in the County of Suffolk, one of the executors named in the will, to whom probate was granted by the Principal Probate Registry of H. M. High Court of Justice, in England on April 20, 1928.

HORROR OF AERIAL WARFARE.

VISIONS OF ENGLAND BEING LAID WASTE.

WAR PACTS USELESS.

London, Aug. 17. Visions of London and the Home Counties laid waste in future wars are evoked as a result of the week's mimic warfare by the Royal Air Force.

Mr. Lloyd George, in an interview, envisaged "devastation and annihilation; nothing less." He declared that Pacts are useless while nations are perfecting the machinery for devastation. Air armaments should be most drastically cut down, "for we are spending millions on a little Air Force which a week's manoeuvres has proved particularly ineffective."

Brigadier-General Groves, former Director of Flying Operations at the Air Ministry, interviewed by Reuters, pictured the result of future warfare as indiscriminate killing and maiming. He estimated that bombers during the week dropped 300 tons of bombs on London, the same amount that the Germans dropped on England throughout the war.

He declared that the defence of London was only of secondary importance, and urged the development of bombers able to attack enemy cities.

An official communiqué says that fifty-seven bombing raids were made on London during the course of the four nights of the Air Force manoeuvres, of which only nine were completely successful in evading the defence. It is estimated that 171 bombers were destroyed, as against 139 defending aircraft.

The official communiqué adds that about 250,000 miles were flown during the manoeuvres, and the only accident was one which befel a pilot whose machine overturned, his nose being slightly injured. —Reuters.

KING ALFONSO'S COUSIN.

STABBED IN RIBS DURING RESTAURANT QUARREL.

AGGRESSOR KNIFED.

Deauville, Aug. 17. A sensational incident, resulting in a cousin of King Alfonso of Spain being stabbed in the ribs, has occurred at a restaurant between Le Touquet and Etaples.

The affair was the culmination of a quarrel.

The King's cousin and three Spaniards, with a Canadian lady, were partaking of cocktails before lunch, when one of the party suddenly pulled out a knife and inflicted a slight wound on him.

A friend of the King's cousin retaliated and knifed the aggressor in the stomach.

Someone present then mentioned "ladies present," and peace was thereupon restored. —Reuters.

EXPERIMENTS WITH CANCER GERM.

INOCULATION OF PRISONERS SUGGESTED.

Havana, Aug. 8. The National Committee on Hygiene has adopted a proposal, which will be submitted to Congress, of inoculating prisoners condemned to death with the cancer germ, subject to their consent, and of liberating them if they survive after twelve years of medical observation. —Indopacific.

COMMUNIST PLOT IN INDIA.

GOVERNMENT MAKES NEW DISCLOSURES.

Delhi, Aug. 17. The Government of India publishes the text of a long letter, dated December 30th, 1927, from the Indian Communist, Rev. to the Central Committee of the Communist Party in India and to Indian workers and peasants. The letter contains instructions for pursuing an active Communist campaign in India. —Reuters.

OPIUM SMUGGLING PROBLEM.

BRITAIN PROPOSES AN ENQUIRY.

SUGGESTED COMMISSION FOR FAR EAST.

MORE POPPY GROWING

London, Aug. 17. The British Government has placed upon the agenda for the forthcoming Council meeting of the League of Nations a proposal for the appointment of a League Commission to inquire into the present position regarding the use of opium and the present ineffectual efforts being made to prevent the smuggling of opium in the Far East.

The ground for the proposal is that all efforts that have so far been made as a result of the decisions of the International Opium Convention of 1912 and of the Opium Conferences of 1923 and

BIG CITY PROPERTY DEAL.

National Bank Buys Telephone Company Premises.

AT \$60 A SQUARE FOOT.

Another big property deal, concerning a big block in the centre of the business quarter, has been concluded by the sale of the Telephone Company's premises in Queen's Road, part of which is at present occupied as a showroom by the Hongkong Electric Company. The building was, it will be recalled, for many years occupied by the Grand Hotel.

The purchasers are the National City Bank of New York (Incorporating the former International Banking Corporation).

It is understood that the purchase price works out at \$60 per square foot.

2925 HAVE BEEN LARGELY RENDERED OF NO AVAIL, OWING TO THE ENORMOUS AMOUNT OF SMUGGLING.

Can't Fulfill Promises.

This smuggling has reached such proportions that the Governments are finding it difficult to implement their promises made at the first Opium Conference to suppress the consumption of prepared opium within a period of fifteen years.

The recrudescence of the growth of the opium poppy in China has led to great smuggling activity, and it is the desire of the British Government that League experts should make an inquiry on the spot to see what further measures can be taken to control the whole trade and thus gradually carry out the desire of the signatories of the agreement that, within a given period of years, by means of gradual suppression, the use of opium, or at all events the legal use of opium, shall be entirely stopped.

British Idea Approved.

Smuggling is at present the principal obstacle in the way and it is with the object of studying this, and the means of stopping it, that the Commission of Enquiry is asked for.

Other Governments with territories in the Far East have replied supporting the British proposal. —British Wireless.

Serious Concern.

London, Aug. 17. It is authoritatively stated that the Powers who have dependencies and other interests in the Far East are seriously concerned regarding the spread of the illicit traffic in opium.

Britain, supported by other Powers, will ask the League of Nations Assembly at the forthcoming meeting to appoint a Commission to visit the Far East to re-study the question in the light

LIGHT AEROPLANE RECORD.

CAPTAIN HUBERT BROAD BEATS HINKLER'S FEAT.

READING IN THE AIR.

London, Aug. 17. Captain Hubert Broad has beaten the endurance record for light aeroplanes. He went up last evening with fuel for twenty hours and to-day had been in the air longer than that time.

The previous best was that of Bert Hinkler, who, on his journey to Australia in a light plane, was, on the first stage of the journey, in the air for thirteen hours.

Captain Broad's machine, a Gipsy Moth, is the same type of craft on which he secured for Britain the world's speed and altitude records for light aircraft. The machine to-day was laden with petrol equal to a weight of about four men.

Captain Broad had not set himself on any particular course, but wandered at will over England. He has been averaging a speed of about eighty miles per hour.

When flying on a straight course, the Moth is so easy to guide that Captain Broad is able to set the controls and read a book. He was met in the air to-day by Captain White, also flying a Moth, at a height of four thousand feet. He was then reading and eating sandwiches while the machine flew itself. —British Wireless.

COLONY'S FINANCES.

SLIGHT DROP IN CREDIT BALANCE.

The Colony's credit balance at the end of April was \$5,360,492, compared with \$5,452,167 at the end of March.

During April the revenue totalled \$1,997,242, compared with \$1,925,840 for the same month last year, whilst the respective expenditure figures were \$2,088,917 and \$2,140,472.

From January to April inclusive, the revenue amounted to \$7,787,497, against \$6,779,024 for the same period last year, the respective expenditure figures being \$6,412,766 and \$6,105,022.

LABOUR'S LATEST ACQUISITION.

CAPT. WEDGWOOD BENN A NOTED MEMBER.

Captain Wedgwood Benn, who has been returned as Labour member for North Aberdeen, was formerly Liberal member of Parliament for Leith, but last year he joined the Labour Party and resigned his seat.

He held minor posts in the Liberal Government before the war and is regarded as a valuable acquisition by the Labour Party. —British Wireless.

YANGTZE DISASTER DISPROVED.

VESSEL ARRIVES SAFELY AT HANKOW.

A British naval wireless message received in Hongkong to-day confirms the report that the story of the loss of the Chinese steamer Hsin Shung, in the Yangtze Rapids, is unfounded.

The message adds that the vessel has now arrived at Hankow.

It will be recalled that Chinese news agencies reporting the loss stated that 500 people perished.

of the recent startling developments and to make determined plans to counteract the traffic. —Reuters.

Dangerous Drugs Act.

London, Aug. 17. The Dangerous Drugs Act of 1925 which was passed to give effect to the International Opium Convention of 1925 will operate on September 25 and will extend to the control of Indian hemp and Hashish.

The Act of 1920 providing for the control of morphine, heroin and cocaine has also been applied to Benzyl Morphine, Dihydro Oxy-codone and Dihydro Codonone. —Reuters.

TWO CENTURIES BY HAMMOND.

BRILLIANT DISPLAY AT BRISTOL.

LANCASHIRE BEAT KENT BY AN INNINGS.

INTERESTING CRICKET.

Some of the most interesting cricket of the present campaign has been seen in England during the past three days, rapidly changing wickets, due to rain, bringing about some surprising results. At certain stages, the wicket was ideally suited to the batsmen, and no fewer than fifteen centuries were compiled, but bowlers came into their own later and wickets fell rapidly.

Hammond, the famous Gloucester all-rounder, had the rare distinction of scoring two separate hundreds in a match. The feat was accomplished against Surrey, who were defeated at Bristol by 189 runs. Hammond scored 139 in the first innings and 143 in the second. Only once before has he achieved the honour, and curiously enough, Surrey were on that occasion the victims of his prowess, Hammond making 108 and 128 against them at the Oval last year.

Lancashire had so much the best of the "needle" match against Kent at Manchester that five of their batsmen scored more than the Kent closed could in two innings. Macdonald's 15 wickets and centuries by Tyldesley and Hallows enabled a victory by an innings and 88 runs.

Yorkshire won by an innings at Dewsbury and, granting the rosy prospects of Lancashire's third successive success in the championship, a keen struggle for second place is likely between Yorkshire, Kent and Nottingham.

Middlesex had a curious experience at Lord's, their first innings score being exceeded by Warwickshire, when Mr. F. T. Mann had seen fit to declare with 8 wickets down. The Warwick effort was a splendid one.

RESULTS AT A GLANCE.

Lancashire defeated Kent by an innings and 88 runs.

Yorkshire won by an innings and 22 v. Derby.

Sussex defeated Somerset by 116 runs.

Gloucester beat Surrey by 189 runs.

Essex won on the first innings, v. Glamorgan.

Middlesex lost on the first innings v. Warwick.

Leicester won on the first innings v. Hampshire.

MANY CENTURIANS.

The principal individual performances were as follows:

Batting.

Hammond (Gloucester) 189 and 143

L. G. Crawley (Essex) 222

Hallows (Lancashire) 184

Tyldesley E. (Lancs.) 159

R. Ald (Hants) 159

Arnett (Glamorgan) 153

Woolley (Kent) 151

K. S. Duleepshahji (Sussex) 150

Mead (Hants) 146

Bradshaw (Leicester) 140

Sutcliffe (Yorkshire) 138

E. W. Dawson (Leicester) 122

H. J. Enthoven (Middlesex) 115

Bates (Glamorgan) 105

† Retired Hurt.

Bowling.

Macdonald (Lancs.) 8 for 53 and 7 for 101

Parker (Gloucester) 7 for 80

J. C. White (Somerset) 6 for 42

Tate (Sussex) 6 for 42

Shipman (Leicester) 5 for 53

Rhodes (Yorkshire) 5 for 57

CHAMPIONSHIP DECIDER?

Brilliant All-Round Play by Lancashire.

By defeating Kent by an innings and 88 runs at Manchester yesterday, Lancashire have practically assured themselves of carrying off the Championship for the third year in succession. Their second triumph over the Hop County proves them the finest match-winning side in the country, the visitors being outplayed in every department of the game.

(Continued on Page 10.)

Bulls and Innings

From the Office Butts.

"Noble."—Judging from the harrowing details, your household must be an ex-farmer. —To-night's Government Broad-cast:—"The Song of the Vulgar Boatman," relayed from Cheung Chow.

Japanese mill girls have been striking for the right to marry. That's better than marrying for the right to strike.

The Marconi Company has again made big profits. Shareholders won't be up in the air without their noticing it.

Times change. Do you remember when ladies used to faint instead of swearing?

A London Judge has held that motorists who neglect precautions at a railway crossing are not entitled to recover. They seldom do.

To-day's stray bat from the belfry:—"How can one drink a kidney punch."

The Telegraph gave Glamorgan's second innings score against one of our gramophone records more than Surrey as 199 for 44 wickets. Looks like a continuous performance.

Some people require an armada going up the channel before they can play bowls.

If some of these lads complain much more, we'll have to call them the "Snivel Service."

If many more reservations are made in the No-War Pact, we shall soon be having a No-Pact War.

Learning that Edinburgh Castle is to be a prominent feature of the Tatoo, a local enthusiast has slow-motion pictures: they feel so sent the General Committee a bit much at home when seeing them.

Pending the passing of the Budget we understand that if road-repairs run short of roads in the interval, they have received long authority on the subject, is instructions to fill in the time by digging deeper.

We understand that when Government broadcasts on a more elaborate scale, there is likely to be a dispute at the Secretariat as to who will be chosen to tell the fairy stories.

At a meeting of the Reading Town Council, a member mentioned that a boy aged nine was thinking seriously of marriage. Lots of married men do this.

It is reported that Manuel Quezon took a Hongkong saxophone with him to Manila. We hope he will call often.

It is stated that a murder is committed in the Shanghai area every night. In our opinion it is too often.

Government has written home asking whether we may have a harbour pipe line. The answer seems to be in the prospective.

Attention is drawn to a split initiative in a recent Nationalist manifesto. But surely one more little split can't matter much.

"Enquirer."—The best way to roll a cigarette is to place it on an inclined plane and give it a gentle push.

A heading we never expect to see:—"Government Servant Charged With Speeding: Magistrate's Severe Censure."

The D. P. golf expert, referring to Happy Valley, says, "there is nowhere else in the Colony where one gets such lies." Deah me.

Ladies of ten nationalities recently participated in a Hongkong bridge drive. The subsequent "inquests" resembled a League of Nations.

Some cars only require pushing to be a success.



"I can't think why that stupid fellow is starting at us. One would think he had never seen a woman in his life."

VIOLIN BOOKS

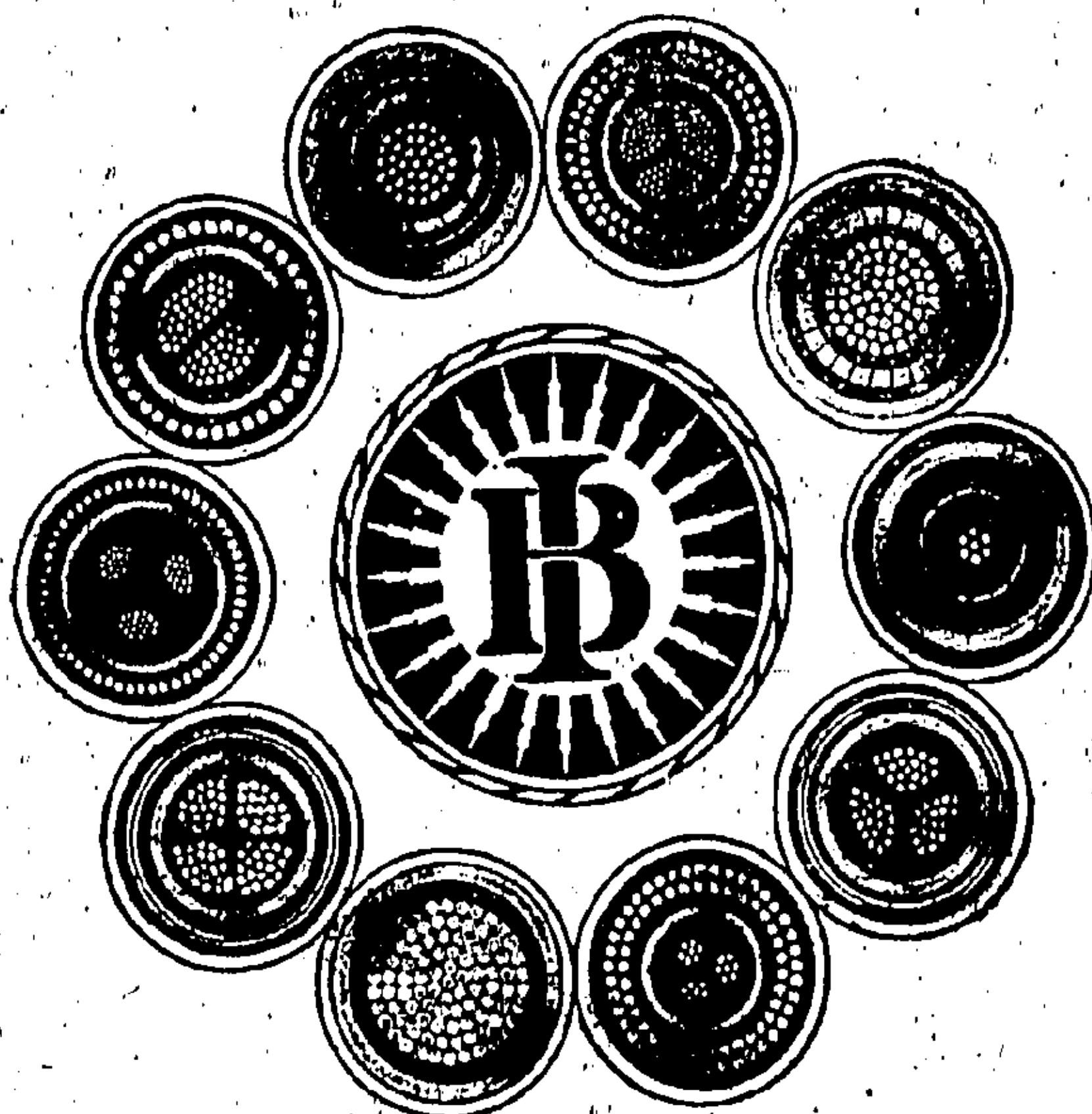
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AMERICAN COMMENT.

ALARM AT FRANCO-BRITISH AGREEMENT.

New York, Aug. 17. There is considerable speculation in regard to the Franco-British naval agreement. The newspapers call attention to the fact that Admiral Hughes, Chief of Naval Operations Staff, conferred with the President at the White House yesterday. Also to the fact of Mr. Kellogg going on a visit to London, as well as to Paris.

The alarmists conclude that the agreement is causing the United States Government great concern, but the *New York Times* in a recent issue declares: "It is certain that England does not dream of taking any step offensive to the United States or challenging our right to establish our own naval policy as seems to us best."

Will Visit Ireland.

Washington, Aug. 17. Mr. Frank B. Kellogg, the U.S. Secretary of State has accepted an invitation from President Cosgrave, of the Irish Free State to visit Ireland after signing the anti-War Pact in Paris. —*Reuter.*

Japanese Delegate.

Tokyo, Aug. 6. Count Uchida who is to sign the Kellogg anti-War Pact on behalf of Japan, has left here on his mission, travelling via Siberia. —*Indo-Pacific.*

COLLISION SEQUEL.

MAGISTRATE DISCHARGES THE SECOND DEFENDANT.

The chauffeur of Car No. 226 was discharged yesterday in Mr. R. E. Lindell's court on the summons brought against him by the Traffic Department for negligent driving on August 1.

A collision occurred on the Island Road, near Aberdeen a little after midnight on that date between cars Nos. 226 and 520. The chauffeur of car No. 520 who was also summoned, was discharged at an earlier hearing.

The Magistrate together with Mr. H. Lo, solicitor for the defence, and members of the Traffic Department visited the scene of the accident yesterday where several experiments were carried out.

The chauffeur told the Court yesterday that he was driving on the proper side of the road just prior to the accident. Car No. 520, which the defendant claimed was being driven by a girl, appeared to him just as he negotiated the bend, on the wrong side of the road. Defendant therefore swerved to the right in the hope of being able to pass the approaching car on the "off" side.

In discharging the defendant, his Worship observed that from the amount of damage to both cars, it seemed clear that neither car was being driven too fast. He could not convict on a charge of negligent driving and accordingly discharged the defendant, adding that if the parties so desired they could seek civil redress.

ABERDEEN ELECTION.

LABOUR RETAINS THE SEAT.

London, Aug. 17. The by-election at North Aberdeen, owing to the death of the Labour Member, Mr. F. H. Rose, resulted as follows:

Captain Wedgwood Benn (Labour) 10,446.

Dr. Laura Sandeman (Conservative) 4,696.

Mr. Aiken Ferguson (Communist) 2,618.

Mr. James Rutherford (Liberal) 2,337. —*Reuter.*

[The results at the last general election were as follows:

Mr. F. H. Rose 13,249

Dr. Laura Sandeman 8,545]

STROK'S SEASON.

BRILLIANT ARTISTS COMING TO HONGKONG.

The Far East to-day has no keener connoisseurs of music than the men and women who regularly attend concerts. It has been the endeavour of the well-known impresario, Mr. A. Strok to engage only those artists who besides possessing musical qualities, have that intangible something called personality, that electric spark that unites at once the artist with the audience.

The charm of a Moiseiwitsch, the gracefulness of a Cecilia Hansen or the majesty of a Galli-Curci impress themselves upon the listeners before a single note has been played or sung. Other men have tried to describe the magical appeal that certain artists have, but the thing eludes words. Mr. Strok's fifteen years in the Oriental concert field during which time he has been responsible for the tours of such great artists as Kreisler, Helfetz, Zimbalist, Garrison, McCormack and the Pavlova and Denishawn organizations, have helped him not to define but to recognise that quality instantly.

A glance at Mr. Strok's imposing list of coming attractions for this autumn and next spring indicates that the famous impresario has on this occasion even outdone his previous great efforts to secure only the highest class of musical and terpsichorean entertainments for Far Eastern lovers of both arts. The first of his great attractions for the coming season will be Miss Cecilia Hansen, the world's greatest woman violinist who has been declared by London critics to be a worthy successor to the domain of the late Neruda (Lady Halle). A pupil of Professor Leopold Auer, Miss Hansen is not only a favourite as a recital artist throughout Europe and America but is in great demand as soloist, with symphony orchestras. Her tone is so extraordinary that no critic has been able to describe it. It is individual and of tremendous power and purity. Her recent London season saw her acclaimed as the Kreisler of women violinists. After making her Oriental debut in Singapore during the middle of this month, Miss Hansen will play in Saigon, Hongkong and Manila and will later visit the musical centres of North China and Japan. On returning to Europe at the end of the year Miss Hansen will play in Germany and Scandinavia and she has a five years' contract for appearances in the United States. Besides her possession of beauty to an uncommon degree and she has an engaging personality. Booking for her concert here opens on Monday next.

A Return Tour.

Beno Moiseiwitsch, who is beloved of English audiences throughout the world, is the possessor of one of the most charming and exquisitely tempered pianistic styles before the public to-day. Mr. Moiseiwitsch has already toured the Far East with marked success. After completing his third Australian tour at the end of this month he will open in Singapore on September 28, and before coming on to Manila, Hongkong and Shanghai will make a very comprehensive tour of India where his engagements are being eagerly anticipated.

Miss Ruth Page, solo dancer of the Metropolitan Opera House, New York, and her assisting artists, Mr. Edwin Strawbridge, and the Misses Grace Cornell and Irene Isham, will open at the Imperial Theatre, Tokyo, on the 1st. October for a season of twenty-five nights and will in all probability be seen in Shanghai and elsewhere early in November. In addition to being a former member of the Diaghileff Ballet Russe and

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HAWAIIAN MEMORIAL.

MONUMENT TO CAPTAIN COOK UNVEILED.

Waimea, Hawaii, Aug. 17. On the occasion of the 150th anniversary of the death of the explorer, Captain James Cook and of his discovery of Hawaii, a monument was unveiled in the presence of a number of naval officers representing Great Britain, Australia, New Zealand, and America, brought here by the United States Battleship Pennsylvania.

After the ceremony national salutes of twenty-one guns were fired by the warships lying off the island and a number of army and navy aeroplanes circled overhead. —*Reuter.*

The King's gold medal, awarded annually to the cadet of the Training ship Worcester at Greenwich considered by his fellows as likely to make the best sailor, was won by C. J. Senior, of Glasgow.

Miss Anna Pavlova's company, Miss Page is one of the most brilliant of the younger generation of dancers to achieve fame. In support of Miss Page are three others of exceptional merit and her tour of the Orient is deserving of hearty commendation for the beautiful art with which she stages her ballets and for the manner in which she and her colleagues dance and mime them.

The first of Mr. Strok's wonderful offerings for 1929 will be La Argentina who is acclaimed not only as Spain's greatest dancer but as one of the most wonderful attractions in the world to-day. La Argentina comes to the Orient for the first time after a triumphal march through the whole of the Western world. She is an artist of the first class, with the personality of an enchantress. The first appearance of La Argentina out here in January of next year marks an important date in the history of modern dancing in the Orient.

Galli-Curci.

Later in March we are promised yet another noteworthy offering, Madame Amelita Galli-Curci. Every concert given by this, the world's most famous singer, is a record. That record is not alone of vast throngs in attendance, extraordinary enthusiasm, and endless encores, but it registers yet another fact: everybody goes home happy; everybody present will be present to delight in the glory of her voice when next she comes that way. Madame Galli-Curci together with her assisting artists, Mr. Homer Samuels, Pianist and Mr. Manuel Berenguer, Flutist, will leave Seattle by the President Taft on February 9, and she will make her first Oriental appearance in Manila on March 8. She is expected in Hongkong on March 25, and will open in Shanghai on March 30.

For the remainder of his 1929 season Mr. Strok has other surprises in store, the details of which are to be announced at a later date.

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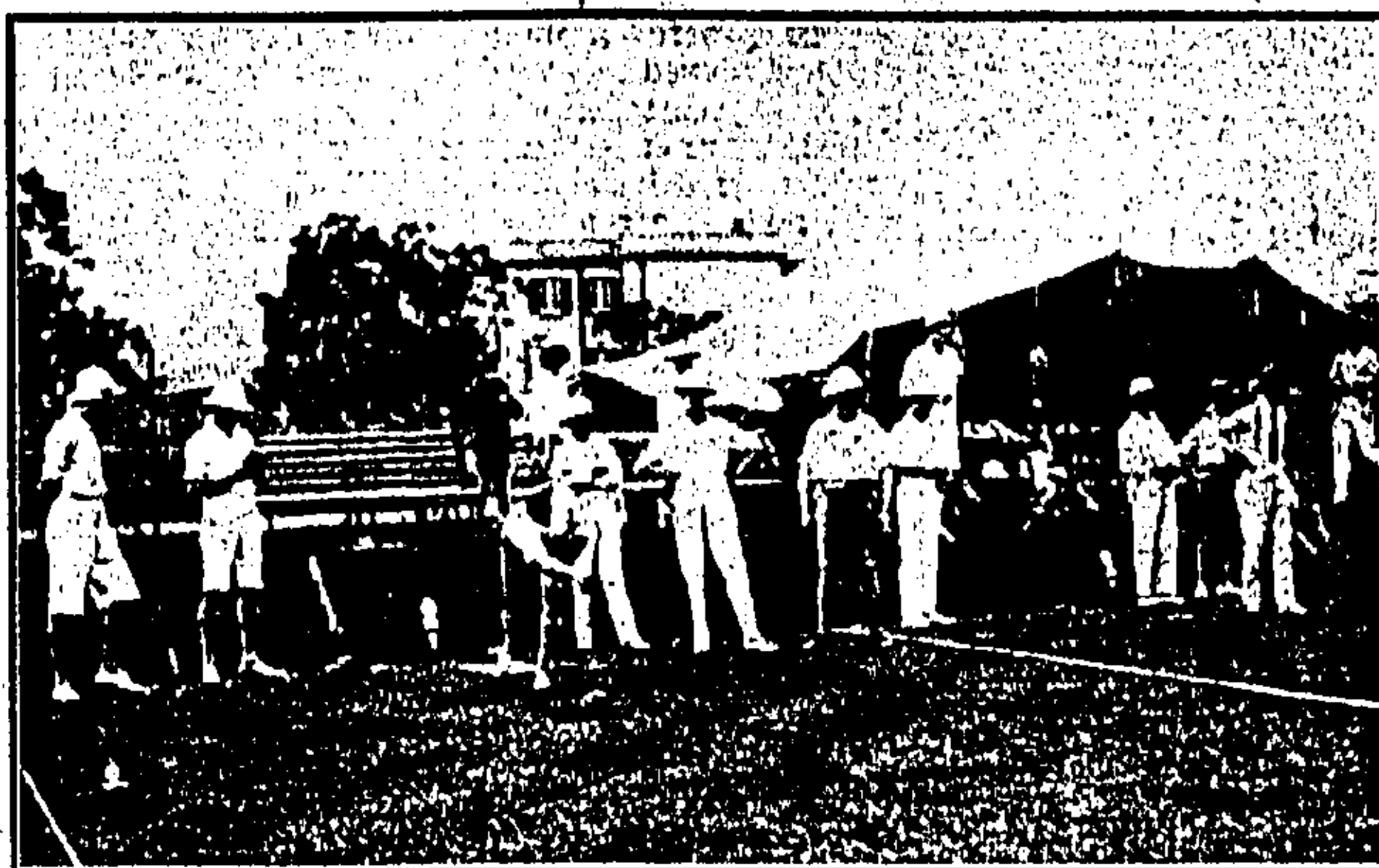
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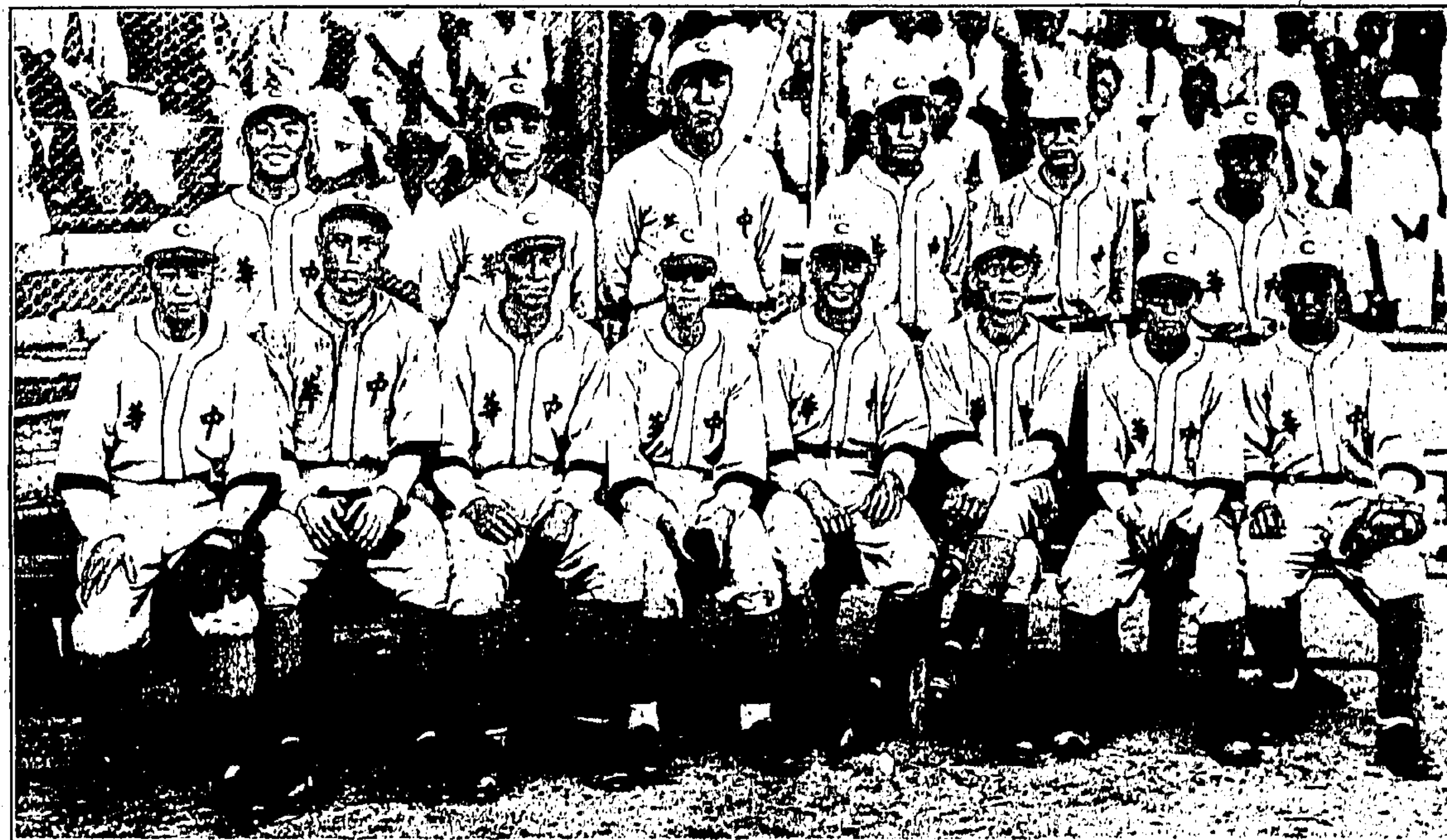


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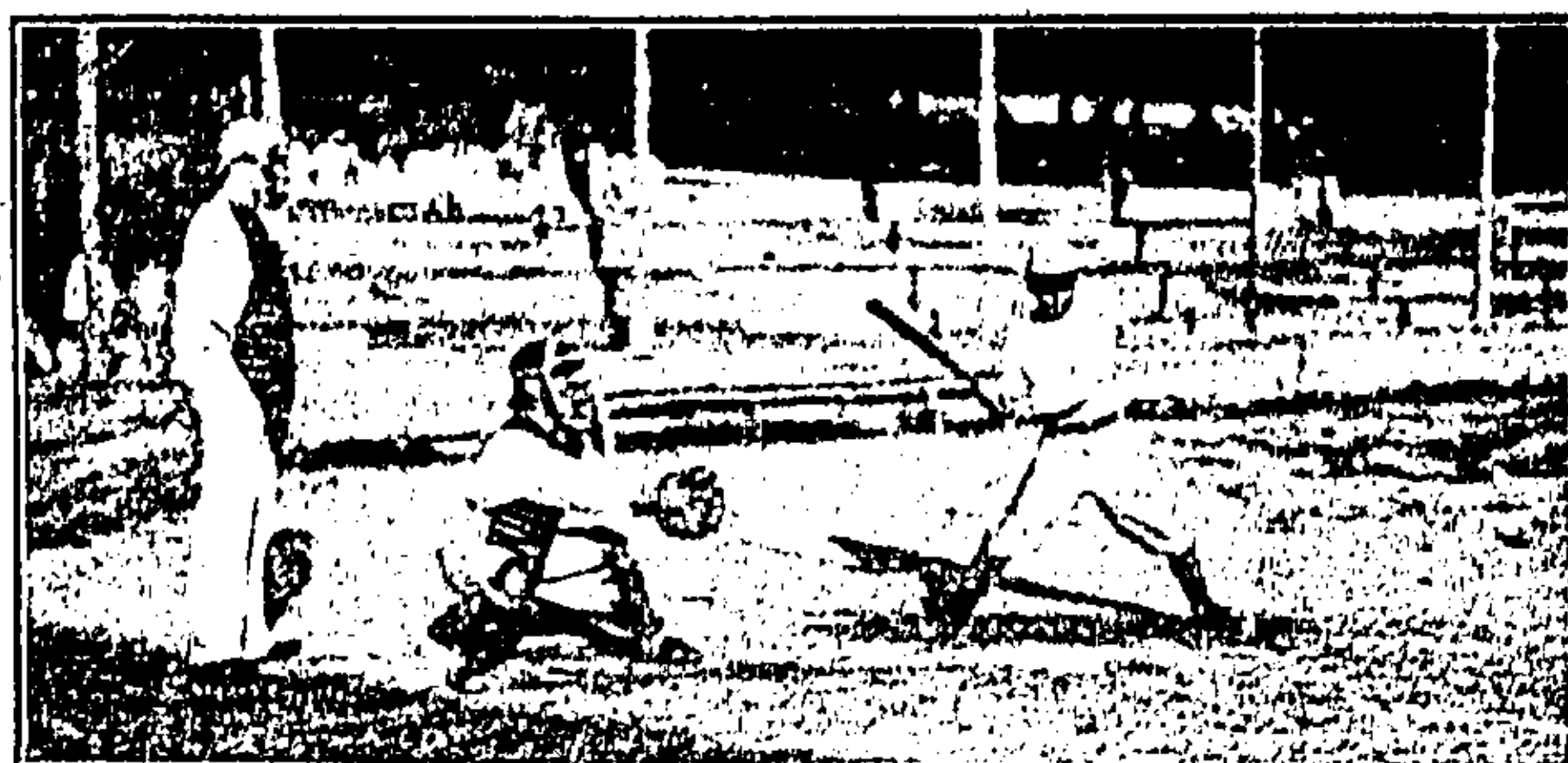




The Police and Kowloon Cricket Club lawn bowls teams met in a League match on Saturday last, the former winning by 60 points to 50. Photographs above show play in progress. The match took place on the K. C. C. greens. (Photos: Mee Cheung).



Above are seen the members of the Shanghai Chinese baseball team which is at present on a visit to Hongkong. Their play has shown them to be a lively and efficient combination. (Photo: Mee Cheung).



Two snaps taken at the baseball match between the Shanghai Chinese and All-Hongkong teams at Happy Valley, which resulted in a win for the former. Shanghai men are here seen at bat. (Photo: Mee Cheung).



At left, the Union Waterbury Company's new motor-driven craft, with two launches, all equipped with Gardner engines; at right, party of interested observers at Wednesday's demonstration on the "Tai Yat."

Latest styles in Stockings for golf and walking.



All in new designs that are correct and in good taste.

Check patterns and plain colours in light weight wool and silk and wool mixtures

Priced from \$4.50 per pair.

10% DISCOUNT FOR CASH.

Mackintosh

MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING.

& Co. Ltd.
DES VOEUX ROAD



—Is it the new Coat?
No the old one.

—Is it dry Cleaned?

By whom?

Where?

You are like the people coming from Jerusalem.

Have your never heard that the

The International Cleaners are here?

19, Wyndham Street,
Hongkong.

143, Wong Nei Chong Road,
Happy Valley.

36, Nathan Road,
Kowloon.

Ask
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dealer
for

—NEW—
SUN BRAND
ASAHI
BEER

Sole
Agents:

and have
On hand

THE MOST
REFRESHING
DRINK for
all Occasions

MITSUI BUSSAN KAISHA, LTD.
HONGKONG.



WHITEAWAYS "BLUE TICKET" BARGAINS IN BOOTS AND SHOES.

50 Pairs Only Men's "White Canvas"

Crepe Rubber Shoes \$ 3.00 PAIR.

50 Pairs Only Men's "White Canvas"

Heavy Red Rubber Shoes \$ 5.00 PAIR.

50 Pairs Only Men's "Saxone" Tan

Willow Calf Boots \$10.00 PAIR.

ALL EXCESS STOCK AND ODDMENTS SPECIALLY MARKED WITH BLUE TICKETS. PAY US A VISIT.

WHITEAWAY, LAIDLAW & CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The
Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are awaiting collection:
295, 300, 301, 305, 306, 315
344, 353, 371, 374, 376, 381
385, 392, 397, 403, 404

WANTED TO BUY.

PYRAMID (Billiard) Balls—wanted a second-hand set in good order. Apply by letter to P. R. 1, 12th Heavy Battery R.A., Lyemun, Hongkong.

MISCELLANEOUS.

LADIES AND GENTS.—For Haircutting, Bobbing, curling, Shampooing, Manicuring, etc. Satisfaction guaranteed. You will find the Colony's best at—Kowloon Hairdressing Saloon, Miss C. Noronha.

FOR SALE.

FOR SALE—Two seater coupe for sale. Good running condition. Accept \$500 for cash. Apply Box No. 407, care of "Hongkong Telegraph."

A big display of "Oxidite" and "Lucas" storage batteries suitable for all kinds of motorcars, motorcycles and motor boats; also a good selection of accessories for motorcars; all at exceptionally low prices. Inspect, cordially invited. THE HONGKONG MOTOR ACCESSORY CO., 1st floor, Bank of Canton Building, Tel. C.577.

FOR SALE—One auto, Dodge Sedan with five new tires, new battery; the machine is in excellent condition. For \$1,200.00 H.K. only. Original price was \$3,500.00 H.K. Apply to Mr. Jose Yip-tang, No. 2, Peking Road, Kowloon, between 5 p.m. and 7 p.m.

TO BE LET.

UNFURNISHED.—A ground floor flat in Kennedy Road, comprising four rooms, bathroom and servants' quarters, with the use of tennis court and garden.

FURNISHED OR UNFURNISHED.—Ground floor of a house in Macdonnell Road, comprising two large rooms and large verandah, with bathroom, hot and cold water and flush system.

FURNISHED.—Four roomed bungalow, flush system, at Kowloon Tong with garden and tennis court. Apply to Messrs. Johnson, Stokes and Master, Solicitors Prince's Building.

APARTMENTS TO LET.—BURNSTON HOUSE, No. 4, Glenclyde near Dairy Farm to let, single or double rooms with private bathroom attached. Phone C.380 or call.

PREMISES TO LET.

TO LET.—Modern 4 roomed furnished flat in Kowloon available end of October. Best situation. Five minutes from Star Ferry. New tenant to take over furniture, etc. at \$1,000. Apply Box No. 406, care of "Hongkong Telegraph."

TO LET.—Modern Office Rooms and a corner Shop at "Kamamally Building" Queen's Road, Central. Apply to Kamamally and Co.

TO LET.—1st floor, No. 2, Grandville Road, Kowloon. Apply to Kwong Fat Yuen, 33, Des Voeux Road West, Hongkong.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Koo, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

New Advertisements.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

CHURCH NOTICES.

To-morrow the Eleventh Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong August 19th 1928, Eleventh Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10.15 a.m. Sunday School at Peak School 10 a.m. Matins 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion 12 noon. Evensong 6 p.m. Social Evenings in Cathedral Hall after Evensong, are discontinued until the end of September.

Wesleyan Methodist Church, Queen's Road East. Sunday Service: 10.15 a.m. Preacher: Mr. A. W. Ingram. Evening: 6 p.m. Sailors and Soldiers Home Arsenal Street. Sunday 3 p.m. Men's Bible Class 8.15 p.m. Service Men's Hour. A Hearty Welcome to all.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Mind." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall No. 7, Duddell Street, first floor, Sunday night, August 19th at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw. "When Justice Crowds Mercy from the Throne" or "The Outpouring of the Seven Last Plagues."

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinase Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, Diabetes, Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

QUEEN'S THEATRE

ADDITIONAL ATTRACTION

Nightly at the 9.20 Performance

Commencing TO-MORROW, SUNDAY,

Aug. 19th

SPECIAL RETURN ENGAGEMENT

OF THE

CAPTIVATING JUVENILE DANCERS

Miss **CHERIE VALENTINE**

AND

Miss **TOMASITA BIRDWELL**

in a series of

ECCENTRIC & MODERN DANCES

USUAL PRICES.

ADVANCE BOOKING AT QUEEN'S THEATRE.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 21st August, 1928, commencing at 10 a.m.

at the premises of Messrs. Wm. Powell, Ltd., No. 12, Des Voeux Road, Central,

The Mezzanine Floors and A Quantity of Fixtures, etc.

Terms—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, August 17, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 21st August, 1928, commencing at 11 a.m., at their Sales Room, Duddell Street,

A Quantity of Well-known Cigars and Cigarettes and Tobacco Pipes.

Also

Pipes, comprising:—

Dunhill, B.B.B., Orlik Peterson and other well-known makes.

And

Ash Trays, Tobacco Pouches, Cigarette Cases, Cigar Cutters, etc., etc. (The above goods are from well-known Tobacconists and removed to our Sales Room for Convenience of sale in small lots).

Terms—Cash on Delivery.

On view from afternoon, Monday, the 20th August, 1928.

LAMMERT BROS.,

Auctioneers.

Hongkong, August 16, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 21st August, 1928, commencing at 3.00 p.m., at No. 15 Licensed Warehouse (No. 11), On Lan Street, Ground Floor).

Cigars:—Habana, Manila and Dutch.

Cigarettes:—Egyptian, Manila and Virginia.

Tobacco:—Mixture and Navy Cut.

And

All Furniture and Fixtures.

On view from Monday, the 20th August, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, August 16, 1928.

CHINA AUCTION ROOMS.

6, DUDDELL STREET,

AND

2A, D'AGUIAR STREET.

Auction of Household and Office Furniture and Sundry goods every TUESDAY and FRIDAY, at 2.30 p.m., at No. 2A, D'Aguiar Street.

Tel:—C.4453, 6, Duddell Street, C.6321, 2A, D'Aguiar Street.

HOW NOT TO BUY-A HOUSE.

WASTE OF PUBLIC MONEY.

Many criticisms on the way public money is spent are contained in a Report issued by the Select Committee of Public Accounts.

A house for the Chief Superintendent of the Farnborough Aircraft Establishment, which was originally valued at £2,800, was bought for £3,000. "Your committee," records the Report, "are of the opinion that the State obtained very poor value for the expenditure. We cannot help regarding this transaction as unsatisfactory."

Apparently the house was at one time burnt down and reconstructed by an insurance company. A War official valued it at £2,800, but the Treasury, with fine generosity and for no reason (at least none is given in the Report) bought it for £3,250. As if this was not enough, it was discovered that the house was full of dry rot, and an additional £3,000 was added to the cost. "It is clear," comment the Committee, "that the examination of the property before purchase was, in fact, useless."

Cheese for Iraq.

Another instance, involving the loss of £1,083 of the taxpayers' money, relates to cheese for Iraq. This, the Committee describe as "something more than an error of judgment." It appears that the troops in Iraq have an allowance of cheese during the winter months. An anonymous official sent the entire supply in one consignment in August. "The cheese," the Report records, "deteriorated considerably." The Air Ministry hurriedly wrote off the £1,083 as "an incident of the service."

The Air Ministry again come in for censure on the next page, for

sending useless machines to Iraq, which were promptly returned. The loss in this case was £400. The machines had been used on the Rhine and then kept in store for three years.

Army Wido of the Mark.

The Army is called to task for the reconstruction of Caterick Camp at a cost of £1,438,000, when the estimate for this work had been £30,000. "Your committee," states the Report, "cannot help feeling that the original estimate was prepared with a quite inadequate appreciation of the probable cost of this service."

The Post Office wasted £10,820 in the form of compensation to a contractor for a telephone exchange in Manchester, which they had ordered and then decided that they did not need.

The Committee criticises the system whereby some £2,000,000 for the Empire Marketing Board is withdrawn from Parliamentary control and placed in the hands of the Secretary for the Dominions, and further deprecates the granting of additional sums by this Minister towards the travelling expenses of Governor-Generals without previous Treasury sanction.

The Committee note that the Foreign Office have taken steps to prevent defalcations at Consulates and reveal the fact that in eight years £14,000 has been lost in this way.

In regard to the travelling expenses of Members of Parliament, it is suggested that the Ministry of Transport might now be invited to consider whether any economy could be effected by substituting season tickets for the present system of vouchers.

If there were more flat roofs on London houses people would benefit by open-air treatment, said Mrs. Baldwin, who inspected the L.C.C. Barrett-street Girls' Trade School.

POST OFFICE NOTICE

Radio Letter Telegrams are accepted subject to the following conditions:—

1. Minimum delay in delivery, 24 hours.
2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade terms and trade expressions must be expanded by qualifying words so that messages will offer an intelligible sense to ANYONE reading them.
3. Each message must bear the indication RL as part of the address. The indication is connected and charged for as one word. No limit on the number of words a message may contain.

To	Minimum Additional 20 Words.	Each Additional Word.
Manila	2.00	.10
San Francisco & Bay Cities	10.80	.58
Other Offices in California & other Pacific States	11.00	.58
Central States U.S.	12.00	.61
Mountain States U.S.	13.00	.65
Eastern States U.S.	12.00	.61
British Columbia 1st Zone only	12.00	.63
Alberta, Saskatchewan & Manitoba	12.00	.63
Ontario, Nova Scotia, New Brunswick & Quebec	18.00	.69
Newfoundland	18.80	.69

M. J. BRENN, POSTMASTER GENERAL.

24th February, 1928.

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows:—Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong Chow Wan, Fort Bayard, Tehekam, Hollow, Amoy, Foochow and Wuchow, etc.

Rates and further particulars of application to the Radio Counter, 1st Floor, Government Building. Telegraphic Address—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately. A direct service to Yunnan Province has been opened 20th April, 1928. The inclusive charge will be 60 cents per word, no charge will be collected from the addressee in Yunnan.

Commencing 12th June the radio telegraphic rate between Hong Kong and Canton is reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressees at either end.

The public are particularly warned against the practice of sending coin through the post in letters. The practice involves risk of loss in directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that Ordinance.

INWARD MAILS

From	Per	Due
U.S.A., Canada, Japan and Shanghai	Pres. Jackson	August 18.
Shanghai and Swatow	Sunning	August 18.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	August 20.
Manila	Pres. Pierce	August 20.
Shanghai and Amoy	Linan	August 20.
Straits and London parcel mail (London 19th July)	Kumsang	August 21.
Japan and Shanghai	Sarpedon	August 23.
U.S.A., Honolulu, Japan and Shanghai	Kashima Maru	August 24.
Australia and Manila	Pres. Monroe	August 25.
	St. Albans	September 3.

OUTWARD MAILS.

For	Per	Date and Time.
Fort Bayard	Wing Lee	Sat., Aug. 18, 1.30 p.m.
Saigon	Shunchih	Sat., Aug. 18, 3.30 p.m.
Manila	Pres. Jackson	Sat., Aug. 18, 4.30 p.m.
Amoy	Tilwa	Sat., Aug. 18, 5 p.m.
Haihow and Haiphong	New Mathilde	Sat., Aug. 18, 5 p.m.
Shanghai, Japan and Europe via Siberia	Warfield	Sat., Aug. 18, 6 p.m.
Bangkok via Swatow	Kwanchow	Sun., Aug. 19, 9 a.m.
Swatow, Amoy and Formosa	Kishu Maru	Sun., Aug. 19, 9 a.m.
Shanghai	Fushimi Maru	
Swatow	Hydrangan	Mon., Aug. 20, 10.30 a.m.
Straits	Antiochus	Mon., Aug. 20, 2.30 p.m.
*Shanghai, Japan, Honolulu, and *San Francisco	Tenyo Maru	Tues., Aug. 21, Registration 9.15 a.m. Letters 10 a.m.

Shanghai, Japan, Canada, U.S.A. C. & S. America and Europe via Victoria B.C. and Europe via Siberia

Parcels Aug. 20, 5 p.m.
President Pierce Tues., Aug. 21, Registration 9.45 a.m. Letters 10.30 a.m. (Due Victoria B.C. 10th September).

Straits, Egypt and Europe via Marseilles

Philoctetes Tues., Aug. 21, K. P. O. Registration 1.15 p.m. Letters 1.15 p.m. G. P. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles, 21st Sept.)

Manila Tues., Aug. 21, 3.30 p.m. Emp. of Russia

Amoy Tues., Aug. 21, 5 p.m. Sunning

Manila, Australia, and New Zealand via Thursday Island

Mishima Maru Wed., Aug. 22, Registration 8.45 a.m. Letters 9.30 a.m. (Due Thursday Island, 3rd Sept.)

Swatow Wed., Aug. 22, 10.30 a.m. Kwal Sang Wed., Aug. 22, 1.30 p.m. Sandakan

Manila Wed., Aug. 22, 2.30 p.m. Tlikarang Wed., Aug. 22, 2.30 p.m. Java via Batavia

Teucer Wed., Aug. 22, 2.30 p.m. Yunnan Wed., Aug. 22, 6 p.m. Shanghai

Kwangtung Thurs., Aug. 23, 10.30 a.m. Bangkok Thurs., Aug. 23, 10.30 a.m. Japan and *Victoria B.C.

Exion Thurs., Aug. 23, 1.30 p.m. (Due Victoria B.C. 18th Sept.)

Swatow Thurs., Aug. 23, 5 p.m. Annhui Thurs., Aug. 23, 5 p.m. Amoy

Swatow, Amoy and Panchow Fri., Aug. 24, 2 p.m. Straits, Ceylon, India, Mauritius, East Africa, Aden, Egypt and Europe via Marseilles

DISPLAY OF GERMAN PRINTING.

THE INFLUENCE OF ENGLISH TYPOGRAPHY.

"Germany is the cradle of printing," said Herr Sthamer, the German Ambassador, when he opened an exhibition of the work of German private presses at the new home of the First Edition Club in Bedford-square. He added that in later years England stood out conspicuous among the countries which had influenced the art of typography in Germany.

The Bremer Press, of Munich, is considered by experts to produce the finest of modern books, its productions in Greek, of which the "Oedipus Tyrannus," shown in this exhibition, is a good example, being especially noted. Not less beautiful are the Bremer Press editions of the "Divine Comedy," Bacon's Essays, Goethe's "Faust," and the German translation of the Odyssey made by J. H. Voss in 1781. The Ernst Ludwig Press, of Darmstadt, which was founded before the War by the Grand Duke Ernst Ludwig of Hesse, offers for the approval of the connoisseur, among other examples of its work, a particularly noteworthy edition of Shakespeare's sonnets.



JUST RECEIVED.

NEW RECORDS.

BRUNSWICK HOUSE

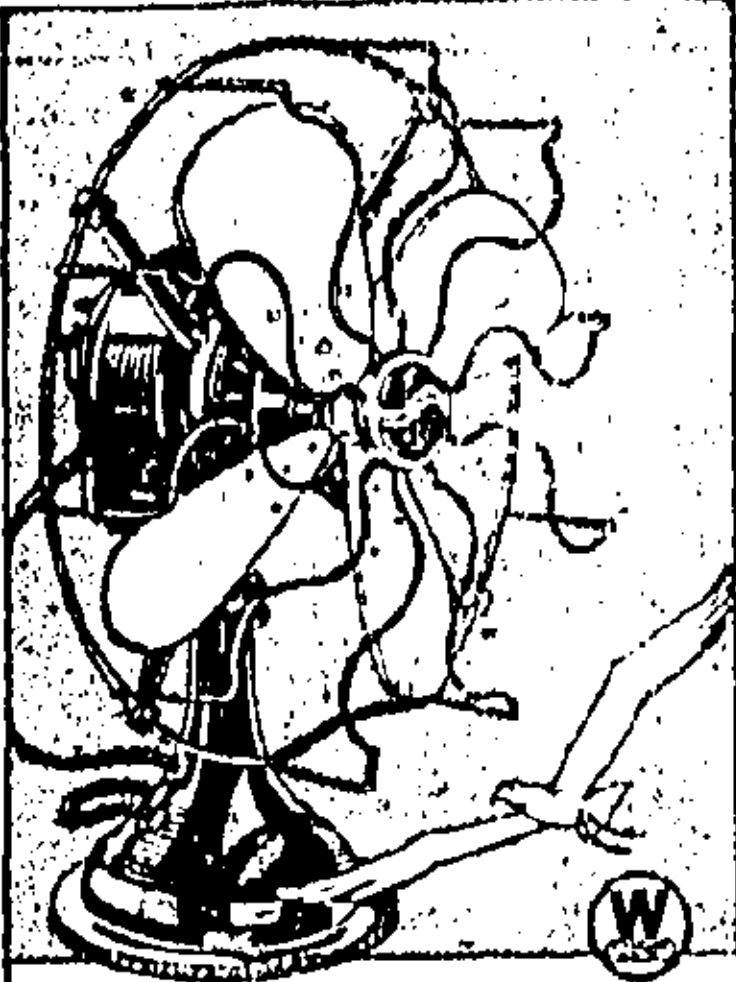
17, Ice House Street.

JACOB'S



GOLDEN PUFFS.

When Appetite
falls and it
is too hot to eat,
GOLDEN PUFFS
are
Light, Delicious,
Appetising.



Torrid, depressing
days vanish
when you turn
the switch of a
WESTINGHOUSE
ELECTRIC FAN.

REISS, MASSEY & Co., Ltd.
Sole Distributors
For Hongkong & South China

Westinghouse

JUST RECEIVED



**A NEW SELECTION
OF
GAGE HATS**

"ANTOINETTE"
2, Queen's Road Central
(above Hongkong Electric
Showroom.)

MUSICAL INSTRUMENTS

**BANJO
VIOLIN
GUITAR
MANDOLIN
TENOR BANJO
UKULELE BANJO
MANDOLIN BANJO
HAWAIIAN UKULELE
AT
VERY MODERATE PRICES.
KOWLOON MUSIC STORE,
Kowloon Hotel Building,
KOWLOON.**

BONN DIVORCE CASE.

JUDGE TO TRY SUITS SEPARATELY.

In the Divorce Court on July 20, Lord Merrivale and a special jury sat for a fourteenth day to hear the Bonn divorce case, and Sir Ellis Hume-Williams, K.C., concluded his speech for Lady Bonn in the first of the two cases before the court.

Lady Bonn petitioned for divorce from Sir Max Julius Philip Bonn, and Sir Max cross-petitions for divorce from Lady Bonn, and cites Sir Ronald Waterhouse and Mr. Arthur Marcus Hanbury as parties.

All the parties deny the allegations made against them.

His Lordship having summed up, the jury retired. After twenty minutes absence they returned into court, and the foreman said that they all agreed that Sir Max had not committed adultery on any of the occasions charged.

Sir Walter Schwabe (for Sir Max Bonn)—I ask that the petition be dismissed.

The President asked counsel if they would agree to the discharge of the jury. "Contrary to the wish of some of the parties," he said, "I have decided that the two cases must be tried separately."

This was agreed to, and members of the jury were exempted from service for five years.

Lord Merrivale said that the question of costs might be dealt with next week. He added that Sir Max Bonn's petition and such portion of Lady Bonn's petition as related to the cross-charges would stand over until next term.

Summing Up.

Lord Merrivale had intimated that the questions which he proposed to leave to the jury on the present part of the case were: (1) Whether Sir Max Bonn committed adultery with a woman or women unknown at Maddox-street; (2) Whether Sir Max committed adultery with a woman or women unknown at Conduit-street; (3) Whether he committed adultery at Rue Lavoisiere, Paris; and (4) Whether he committed adultery with Cecile Benoit.

His Lordship said in his summing up that the jury had heard the history of the marriage of Sir Max and Lady Bonn. Starting from September, 1920, when they were married, they lived a life of passionate affection until 1926 or the latter part of 1925. In 1927 two holidays were taken by Lady Bonn abroad.

During Lady Bonn's second absence, there was the resentment and anger which had been illustrated so abundantly in court. That was in being from 1927, when Lady Bonn came back from Biarritz. There was no need to read the letters. They contained bitter passages.

That was the footing on which these people met on September 19. By October 10 it was apparent that all possibility of amity had gone. It had been pretty clear a week before. By then, it was certain.

On October 15 there was a flaming quarrel. The parties were not on ordinary speaking terms, still less on terms of affection, before Sir Max in turn went to Paris. There were notes given to the lady.

On September 29 watchers were engaged, and on November 3 Lady Bonn filed a petition alleging that Sir Max had committed adultery during his Paris visit.

"Paid Watchers."

The jury would see why Cecile Benoit and Marie Carossa were very material factors in the case. There was no woman at Maddox-street or Conduit-street, but the evidence only of paid watchers; no woman from Paris, where there were said to be a number of women in the house; no observer outside either of the places except paid watchers; no independent proof that Sir Max was at either of the places.

Dealing with the evidence of the "paid watchers," the President said that it was without precedent that this petition rested on the evidence of two sets of "paid watchers" and the doorkeeper.

With regard to other witnesses, they must consider what sort of witness they were. The respondent had come there with a multitude of his business friends, and the jury must give attention to that. They were intimate friends of Sir Max Bonn—some of them business friends, some of them his associates. They might easily be mistaken in his favour. That was the sort of way in which the jury had got to approach the case.

Describing how the parties came to separate, Lord Merrivale said: On September 18, when Lady Bonn returned home, there had been none of the warm exchanges which she expected and hoped for. The petitioner says this: "On the 18th I arrived in London. He always met me at the station, but Smith, the butler, was there. I was rather surprised not to see him in the hall."

She then went into her study and he was sitting in an arm chair reading a paper. He said, "Why are you so late?" and she told him she had a bad crossing and the boat was late. She goes on that he said to her

CRITICISM OF A JUDGE.

MASTER OF THE ROLLS AND LITIGANT.

The appeal by Mr. Thomas Owen, of Sussex-street, Victoria, S.W., editor and proprietor of "The Matchmaker," from the verdict and judgment in favour of the defendants in his libel action against Odhams Press, Ltd., and Mr. S. A. Moseley, was dismissed with costs by the Court of Appeal, consisting of the Master of the Rolls and Lords Justices Sankey and Russell.

Mr. Owen alleged that he had been libelled in articles written by Mr. Moseley and published in "John Bull." The defendants pleaded that the words complained of were true in substance and fact.

Mr. Owen, who conducted his appeal in person, complained that he had had an unfair trial.

Mr. Owen asked leave to cross-examine a witness.

The Master of the Rolls said that this could not be allowed.

Mr. Owen said that none of the articles written by Mr. Moseley showed that his agency had resulted in evil to anybody. He added that the case was being watched with great interest by the authorities.

The Master of the Rolls—We cannot have that, you know.

Mr. Owen—Commander Kenworthy said—

The Master of the Rolls—We cannot have what Commander Kenworthy said. Please confine yourself to the argument of the case.

Reflection on Judge.

Mr. Owen declared that there was an error in the Judge's notes. "I complain," he said, "that Mr. Justice Avory made the error deliberately."

The Master of the Rolls (warmly)—If you persist in saying that, you must sit down. And before you go on you must withdraw the remark. If that is the line you take you will have to sit down.

Mr. Owen—Well, errors were made, but I withdraw the word "deliberately."

The Master of the Rolls—If you introduce another name or make another charge I shall make you sit down.

Without calling on Mr. Norman Birkett, K.C., for the respondents their Lordships dismissed the appeal, with costs.

The Master of the Rolls said the learned Judge (Mr. Justice Avory) gave directions to the jury which were as clear, as fair, and as just as all that learned Judge's directions were, and he could see no reasons for interfering with the verdict. The appeal must be dismissed with costs.

Lord Justices Sankey and Russell concurred, and the appeal was dismissed with costs, as stated.

Mr. Owen said that he would take the case to the House of Lords.

"Is that all you have got to say to me? Smith, bring my shoes," and he walked out.

Like a Bird in a Cage.

Lord Merrivale next referred to a conversation a few days later which Lady Bonn had with Mr. Philip Vos in the presence of Mrs. Vos. She said to Mr. Vos, "Phil Max has been naughty." Then she got wound up and began to talk about his whims, about his refusal of an adequate allowance, his refusal of the measure of freedom to which she was entitled, and she said that he treated her like a bird in a cage.

A year and a quarter after Sir Max was said to have commenced this life, he wrote a letter to his wife on the anniversary of their wedding: "It will be four years to-morrow since the happy day. But it will be four times happier to-morrow. All my love and thoughts will be with you. May we live to add a nought to the four, happy in each other's love—Max."

The jury must ask themselves whether at that time Sir Max would be likely to be "forlornly or thereabouts," resorting to this place in the West End.

In spite of warnings from Messrs. Withers, a French detective told Cecile Benoit in letters that if she gave what his "friends in London" wanted she would have "satisfaction."

Lord Merrivale commenting on the visit to Paris and the evidence of the private detectives, told the jury that they must consider whether they were satisfied with the evidence of the "paid watchers," and, if they were satisfied to disregard the evidence of those business men who had been called to corroborate the respondent's statements.

On the conclusion of his Lordship's address the jury returned their verdict as stated above.



WHITEAWAYS FINAL REDUCTIONS TO CLEAR EXCESS STOCK. FRESH BARGAINS FOR MONDAY, August 20th.

\$50,000 worth of stock marked at the lowest possible prices. This stock must be cleared by SEPTEMBER 1st. WHITEAWAYS SALE, an event that brings to thousands of economy wise people a great buying opportunity, is this year GREATER THAN EVER. THIS WEEK GREATER BARGAINS and RECORD BREAKING VALUES.

FOR LADIES'

Ready-to-wear Hats and Dresses,
Underwear, Dress Materials,
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SPIRIT MEDIUM IN THE BOX.

"WHITE CHIEF" OF 400 YEARS
AGO.

It was intimated during the hearing, at Westminster Police Court recently, of the summonses against Mrs. Cantlon, a medium at the London Spiritualist Alliance, Limited, Queensberry-place, South Kensington, and Miss Marcy Phillimore, secretary of the Alliance, that Sir Oliver Lodge and Sir Arthur Conan Doyle would be called as witnesses for the defence.

The Magistrate (Mr. Oulton), after hearing the evidence of Mrs. Cantlon, said he would be prepared to deal with the case in a lenient way, but Sir Patrick Hastings, K.C. (for Miss Phillimore) objected.

He said that if Mrs. Cantlon were convicted it might mean the end of the Spiritualist Alliance, and he proposed to call a great deal of evidence to prove absolute freedom from fortune telling in the Alliance.

Mrs. Cantlon was summoned for professing to tell fortunes and Miss Phillimore for aiding and abetting.

Mr. Bullock addressed the Court on behalf of Mrs. Cantlon, whom he described as a woman of gentle birth and good breeding.

From my knowledge of her and her surroundings," he said, "I regard the suggestion that has been made that she is an impostor as out of the question. Mrs. Cantlon's position is that she has never consciously professed to tell fortunes. She has practised as a trance medium and claims that she is able to pass into a state of self-induced trance, which in its deeper stages involves complete unconsciousness. It follows that she is quite unable to confirm or deny any statement made by a witness as to what took place during such periods or as to any behaviour on her part throughout that condition."

Alleged Impostor.

Mr. Bullock said that provided any charges as to Mrs. Cantlon's veracity and honesty were withdrawn, he would be willing to advise her to plead guilty to a technical offence.

Mr. H. D. Roome (prosecuting), said that it was for the Magistrate to decide whether he regarded Mrs. Cantlon as an impostor. He could not see his way to withdraw the suggestion that she was.

Mr. Bullock, continuing, said that every spiritualist was agreed that if a sifter came as a pronounced sceptic to procure evidence on which to base a charge of fraud against a medium, the sub-conscious conditions were such as to influence the medium unfavourably and to disturb conditions. The result of such a sifting might well lead to futility and dissatisfaction.

Mrs. Cantlon, in the witness-box, said that her object in devoting her life to spiritualism was to prove the fact of the reality of a life beyond the grave, through mediumship. She did not rely on fees for a living.

Mr. Roome—Do you think it honest to charge 17s. 6d. to Miss Wyles for the information you gave her?—I did not charge it. The fees are in the hands of Miss Phillimore.

She added that she received 12s. 6d.

Mr. Roome—Do you think that honest for the information you gave?—I do not know what information I gave.

Member of Sioux Tribe.

Can you tell the Court anything about the White Chief?—I have never seen him. I only know about him from what my sisters tell me.

Did he ever live?—Certainly. He was a member of the Sioux tribe about 400 years ago.

Do you tell the Court that the spirit of this native who lived 400 years ago is prepared to attend at Queensberry-place by appointment at any hour of any day?—Yes, I do.

Don't you think it stupid that he should not have seen that Miss Wyles was a police woman?—No. He was not on the look out for traps. Understanding psychic mediumship and its science I am not surprised.

Why should he say she had a husband and proceed to describe him? I am not in a position to say that I did tell Miss Wyles that.

Do you find that married women come to you over matrimonial troubles?—No, they come for investigation into the spiritual world to find their friends.

Is it not a very safe guess if a married woman comes to you that she is having some trouble with her husband?—No, and in any case I do not guess. This woman came to trap me and she got what she came with—utter futility.

You ask this Court to believe that you have no knowledge of what you said to this woman?—Yes, I do, most emphatically.

Then why should you ask each of them the time?—That is the first time that I have ever heard of that in any sitting. Why should White Chief want to know the time? Did he want to catch the Ghost Train? (Laughter.)

Mrs. Cantlon did not answer. The hearing was adjourned.

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THE PREMIER AND COAL.

"SPECIAL MEASURES REQUIRED."

Mr. Winston Churchill, as Chancellor of the Exchequer, in accordance with time-honoured custom, was the chief guest of the Lord Mayor (Sir Charles Batho) at a banquet at the Mansion House on July 20, which was attended by the Court of Directors of the Bank of England and bankers and merchants of the City of London.

Many well-known politicians and business men were also present, and the Lady Mayoress and Mrs. Churchill were among those present.

Mr. Churchill, replying to the toast of "Prosperity to the Public Purse," said that his four years of office had been all uphill. The pathway to progress had been toilsome and hard. "Much of the remissions of indirect taxation made by my predecessors have been paid for by me," he added amid laughter.

After referring to the drying up of the receipts from the sale of war stores, the loss of revenue from the sale of alcohol, the losses caused by the strikes and stoppages of 1926, and to the automatic growth of the social services, he said that he had found it a difficult matter to avoid reimposing that 6d. which he took off the Income Tax, and which no one had ever mentioned to him since.

"I found it very difficult to avoid 6d. or in some way or other failing to maintain the statutory Sinking Fund. Nevertheless, I think I am entitled to claim that we have succeeded."

Mr. Churchill said that the receipts of the war stores as they dried up had been compensated by the settlement of the war debts and the growth of reparations, which, at the present time, had reached a figure very nearly equal to what we had to pay the United States under our debt agreement with that country.

"We have thus virtually, though not at the moment, achieved the position aimed at in the celebrated Balfour Note."

Corner Turned.

Continuing, Mr. Churchill said: "We have turned the corner after the disaster of the great strike, and now I am able to say that upon the whole we are in a stronger position financially—I am speaking of national finance, but by no means exclusively—we are in a stronger position to face a Budget of the future than at any time during my tenure."

There were, in fact, 300,000 more persons employed now than there were four years ago.

"I say without hesitation that the true economic efficiency of the coal industry must be in any period which we shall know, the main foundation of our national well-being."

"Special measures required by the emergency would," he said, be announced next week by the Prime Minister in the course of Parliamentary debate, and he (Mr. Churchill) believed that they would be found to present a broad and well conceived policy.

"I am speaking to-night," he continued, "not of special measures, but of general measures, and I say we must keep to the high roads, even if they are dusty and uphill."

"Sound finance, sound currency, honest wages to the workman, the strictest discharge of our obligations, public and private, is the foundation."

"Without being unduly sanguine, I think we may say, we may feel that we may face the undoubted difficulties which march upon us in the future in a sense and spirit of not being unequal to them."

"Peace abroad and co-operation at home are vital if we are to come through the difficulties which lie about us and if we are to revive and renovate our strength."

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A BROKEN DOWN SYSTEM.

This is a condition for disease to which doctors give many names, but which few of them really understand. It is simply weakness—broken down, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary activities. Now, what is absolutely essential in all such cases is increased vitality—vigor, vital strength and energy to throw off these morbid feelings, and as this is the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY.

THERAPION No. 3

than by any other known substance. Having as its basis in accordance with the strictest scientific principles, with the latest researches and the latest findings of modern science, it is a most powerful and effective remedy for the broken down system.

It is a new substance, imported in place of what had so lately been worn-out, used up, and valueless. This wonderful medicine is suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement of the system which it does not cure. It will not be speedily and permanently overcome by this recuperative substance, which is destined to cast into oblivion everything that has preceded it for this wide spread human misery of broken down vitality.

Do you find that married women come to you over matrimonial troubles?—No, they come for investigation into the spiritual world to find their friends.

Is it not a very safe guess if a married woman comes to you that she is having some trouble with her husband?—No, and in any case I do not guess. This woman came to trap me and she got what she came with—utter futility.

You ask this Court to believe that you have no knowledge of what you said to this woman?—Yes, I do, most emphatically.

Then why should you ask each of them the time?—That is the first time that I have ever heard of that in any sitting. Why should White Chief want to know the time? Did he want to catch the Ghost Train? (Laughter.)

Mrs. Cantlon did not answer. The hearing was adjourned.

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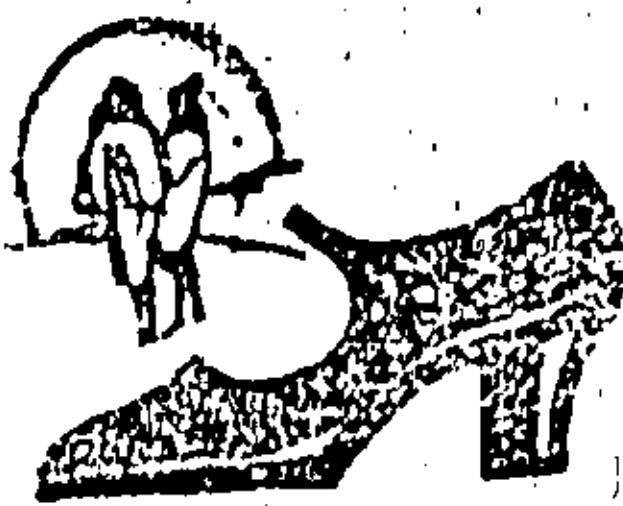
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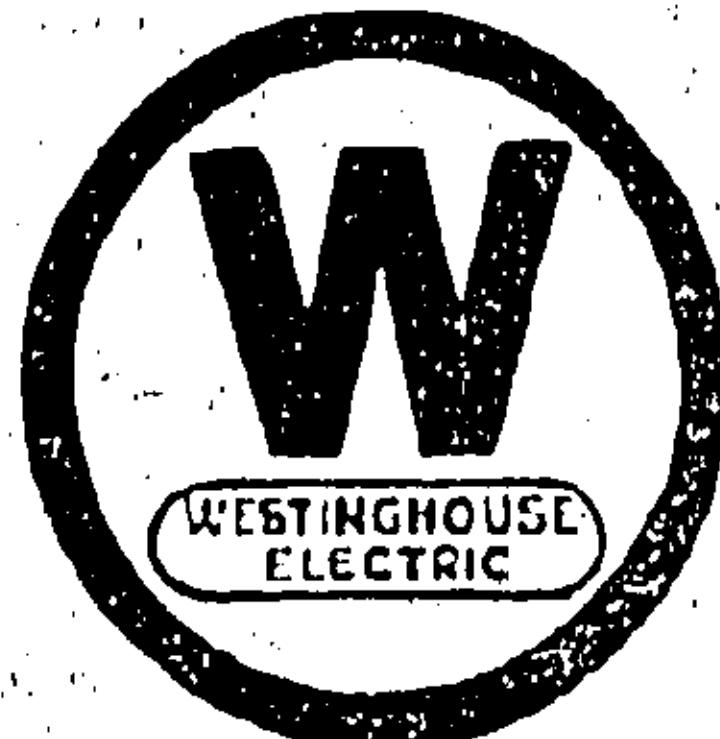
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SPIRITUALIST TEST CASE.

DISMISSED UNDER PROBATION ACT.

Sir Oliver Lodge and Sir Ar-
thur Conan Doyle gave evidence
in the spiritualist test case at the
Westminster Police Court.

Mrs. Cantlon, a medium em-
ployed by the London Spiritualist
Alliance, Ltd., South Kensington,
was summoned for professing to
tell fortunes and Miss Phillimore,
the secretary of the Alliance, was
summoned for aiding and abetting.

The magistrate said he was of
the opinion that both women were
guilty, but the summonses would
be dismissed under the Probation
of Offenders Act, Miss Phillimore
to pay £20 costs and Mrs. Cantlon
£10.

Sir Patrick Hastings, K.C., (for
Miss Phillimore) said that the
summons against her was regard-
ed as a matter of great impor-
tance, because fortune telling was
no part of the task of the London
Spiritualist Alliance.

He understood that the Alliance
was a branch of a large body of
people who were studying earnest-
ly to arrive at real conclusions on
a matter in which most of them
were already convicted; that, in
their own words, "Life, as we
understand it, does not end with
death, as we understand it."

A conviction against Miss
Phillimore, he said, would sound
the death knell of the Alliance.
"The whole idea of the
Alliance, as I understand it," he
said, "is that they are satisfied
that there are people who have a
power which is not understood,
or some sense not understood.
They have the power, when in a
state of complete insensibility—
in a trance—of conveying mes-
sages, which those who study the
science, are satisfied are mes-
sages from people who are dead."

Sir A. Conan Doyle.

Sir Arthur Conan Doyle, giving
evidence, said he was President of
the Alliance, which was formed
for making investigations, and
forwarding the science in which
the Association believed.

Sir Patrick Hastings—Am I
right in saying that this Associa-
tion is largely concerned in study-
ing the causes, facts, and possi-
bilities of receiving messages from
the dead?—That, among other
things, would be a fair statement.

For the purpose of the study,
is it necessary and desirable to
have the services of persons
known as mediums?—It is quite
essential.

In some cases these media get
into a state of trance?—Un-
doubtedly.

Is there any question that they
get into a state of complete in-
sensibility?—No.

Sir Arthur answered that there
were all sorts of intermediate
states.
What is the purpose of sitting
with a medium, and what is it
hoped to achieve thereby?—One
purpose is to refute the idea that
death ends all. We wish to
strengthen what we regarded as
the central core of religion, which
is that man carries on after death.
Another purpose was to get in
touch with those we had loved
and who had passed over to the
other side.

Is there any reason that you
know of why Mrs. Cantlon should
be dismissed?—No. I have al-
ways heard of her as of good re-
putation.

He was handed a copy of the
Spring syllabus of the Alliance,
and was asked if he saw there the
name of a Mrs. Annie Brittain.

He replied in the affirmative.
Do you know that Mrs. Annie
Brittain was convicted of telling
fortunes in 1910?—No. I do not.
Mr. Roome asked Sir Arthur if
he had written articles after a re-
port of Mrs. Brittain's conviction
had appeared in "Truth."

Sir Arthur agreed that he had
written about the case, but not
from the point of view of fortune
telling.

What precautions do you take
to prevent Mrs. Cantlon or any
other medium from telling the
future?

Sir Arthur replied that he did
not know how a person could
be prevented from doing such a
thing unless it were by having a
witness in the room while a sitting
was in progress.

Mr. Roome—Have you had a
sitting with Mrs. Cantlon?—No.

Have you taken any step your-
self to ascertain whether she is a
fit and proper person to be a
medium?—Yes.

Since this case started?—Yes.
He added that the result was
very reassuring. Captain Craw-
ford had told him of some very re-
markable results of Morse trans-
mission, a subject about which Mrs.
Cantlon knew nothing.

Mr. Roome—Supposing a jour-
nalist went to a sitting to get some
"copy"?—Well, such things have
been done and the results have been
very pleasing.

You rather object to journalists?
—Oh, no. In a small way I am a
journalist myself.

Mr. Percy W. Bullock (for Mrs.
Cantlon) said that he understood
from counsel representing Miss
Phillimore that there would be no
question as to Mrs. Cantlon's bona
fides, and he was amazed that that
had taken place. In those circum-
stances she wished him to withdraw
her plea of "guilty to a technical
offence."

Sir Oliver Lodge next gave evi-
dence.

He said he was not a member of
the Alliance, but had been a mem-
ber of the Society for Psychical
Research since 1882.

Sir Patrick—The Society is in-
quiring into the phenomenon
generally known as spiritualism?—
Popularly known by that term.

You have always approached this
matter from a perfectly scientific
point of view?—From that alone.

This science necessitates the use
of media?—In my case it does, be-
cause I have no power myself.

Sir Patrick—As far as the duties
of the media are concerned, are
they any more than to transmit the
messages received?—It is a kind
of human faculty we do not under-
stand, but which we are trying to
investigate.

Dr. Hector Munro, in answer to
questions by Mr. Justice Fulton
with regard to the media employed
by the Alliance, said that before
they were employed they were put
through what practical tests were
possible.

Is fortune-telling any part of the
business of spiritualism?—No, I do
not think it is.
Have you ever heard fortunes
told?—It depends on what you
mean. I have heard great events
foretold. The Great War
was foretold to me by a medium
a month before it happened.

Mr. Fulton—Did you believe it?
—No, I did not.

If you had believed it you might
have let the War Office know?
(Laughter.)—Yes.

Miss Phillimore said that when
Mrs. Cantlon was first employed
by the Alliance she (Miss Philli-
more) was satisfied that she was a
genuine medium and that her sit-
tings were given in a genuine
spirit.

Sir Patrick Hastings—Did you
ever get people going to see you
who wanted their future told and
told you so?—Yes, and I said that
our mediums did not do that kind
of work.

Asked by Mr. Roome if she be-
lieved that the "White Chief" was
indulging in vulgar fortune-telling,
Miss Phillimore said she had no
knowledge of that.

Mr. Roome—Has Mrs. Cantlon
been dismissed?—She has.

Was that because she told for-
tunes?—No, it was as a consequence
of incidents arising out of medium-
ship.

The Magistrate said that he had
lived long enough to know that
there were a great many things in
the world of which we could not be
certain. He had a perfectly open
mind.

"I give Mrs. Cantlon the benefit
of the doubt in my mind," he added,
"and I assume that on these three
occasions she did believe she was
under the control of this Chief, his
black dog and his white rabbits
and other things that belonged to
him. But I should strongly advise
her to get rid of a disembodied
spirit who wants to know the time
for lunch and tea."

AMERICAN DIVORCE SCANDALS.

FRENCH JUDGE ON ABUSE OF PARIS COURTS.

Paris, July 23.

Three Paris solicitors were to-
day suspended for eight, four, and
two months respectively, three
were reprimanded and ordered to
pay costs, and one was acquitted
in the special trial of these seven
and of two officers of the Court
for malpractices in connexion
with divorces of American citi-
zens in France.

One of the officers of the Court
accused was censured, the other
acquitted.

While some of those accused
admitted committing irregulari-
ties, others vigorously protested.
Defended by the flower of the
Paris Bar, their line in general
was to throw all the blame on to
the firms of American lawyers
who had instructed them and
furnished them with documentary
evidence.

It was alleged that they had
neglected to test the evidence of
domicile offered them, and had
bribed clerks of the Court to
accelerate processes. In one case
the charge was made that an
American was served with a peti-
tion for divorce two days after
landing in France, and that a
whole house of furnished flats
near the Bois de Boulogne was
occupied by American petitioners,
who would go and live there to-
gether with their spouses until the
divorce was pronounced, when
they would return to America
separately.

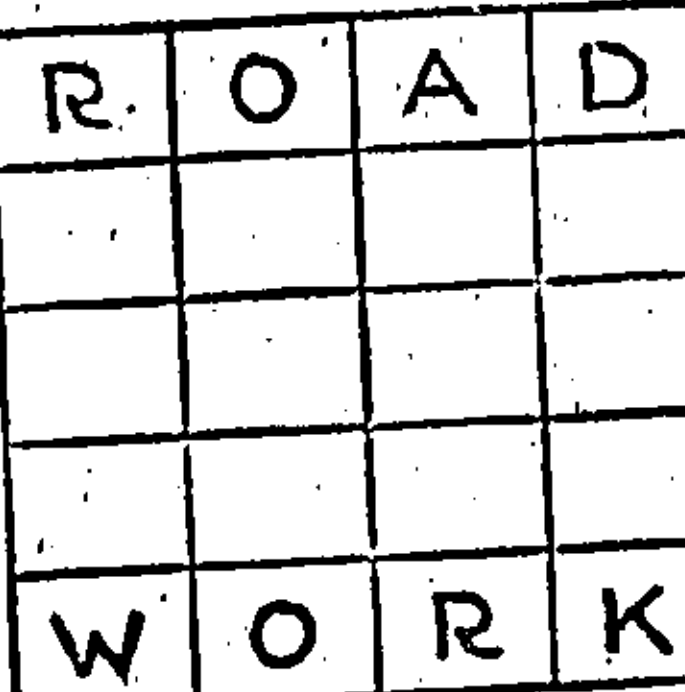
"Marionette" Husbands.

The President of the Court, M.
Wattine, made severe comments
during the course of the trial.
"French justice," he said to one
defendant, "has been reduced to a
mockery, and it is you who have
been the chief artisan of so de-
plorable a result." To another,
who attempted to shelter himself
behind his American correspond-
ents, he replied: "Their attitude
was highly reprehensible. They
contributed to deceive the Court
and you helped them to do so."

All the divorces in question had
been pronounced on the petition
of the wives and the Procureur de
la Republique, in his address to
the Court, suddenly denounced
these lords of the dollar, these
husbands who, like the marion-
ettes of our childhood, come on
to the stage, turn round three
times and then go off, leaving
their satisfied a minimum demand
for an appearance that was vir-
tually fictitious.

LETTER GOLF.

Want to be a prize fighter or a
letter golfer? Then do ROAD
WORK! Par is four strokes.



1—The idea of letter golf is to
change one word to another and
do it in par, a given number of
strokes. Thus to change COW to
HEN, in three strokes, COW,
HOW, HEW, HEN.

2—You can change only one
letter at a time.

3—You must have a complete
word, of common usage, for each
jump. Slang words and abbrevia-
tions don't count.

4—The order of letters cannot
be changed.

One solution is printed on
another page of this issue.

GERMAN MOVE IN VIENNA.

BID FOR UNION WITH AUSTRIA.

Berlin, July 23.

Germany is jubilant over the
success of the great four days'
political demonstration which has
just taken place at Vienna under
the guise of a "musical" festival.

At the concluding banquet in
the town hall Herr Lobe, Presi-
dent of the German Reichstag, de-
livered a defiant speech which
was a fitting climax to the eight
hours' parade of 200,000 German
"musicians" from every clime,
who exchanged with the hundreds
of thousands of Viennese specta-
tors ceaseless cries of mutual ad-
miration and solidarity.

South Tyrol alone was unrepr-
esented, except by one man carry-
ing the South Tyrolean banner be-
fore him. Everyone rose in
silence as he passed.

Amid vociferous applause Herr
Lobe was lyrical on the subject of
Austro-German reunion. "We are
one people and one nation, and we
mean to be one State too," he said.
"I have often come to Vienna as
unofficial Ambassador so to speak
to tell you what the German people
think about reunion. No such
Ambassador is necessary after to-
day."

"Hundreds of thousands of am-
bassadors have brought you the
message of the German people,
and we Germans have to-day re-
ceived the same message from
two million Viennese. Can a 70-
million people for ever be denied
a right which belongs to every
other people? This is the biggest
demonstration for reunion which
has ever taken place."

Berlin Press Challenge.

Herr Lobe's words were re-
echoed in every section of the
Berlin Press, which hurls chal-
lenging rejoinders to Press com-
ment from Paris.

Correspondents of German news-
papers have lost no opportunity
of emphasising the "will to union"
between Austria and Germany
symbolised and expressed in the
festival.

The Cologne Gazette, in an
article which was one long glorifi-
cation of German solidarity, con-
cluded: "If this Deutsch's Saen-
gerbund Fest in Vienna is in ex-
tending circumstances a mighty
demonstration for the unity of
the forebly divided German
people, that is certainly not the
fault of the German singing so-
cieties. The blame lies with those
who forcibly divided the German
people in contravention of all
international law and of their
own principles."

The leaders of the 6,000 Ger-
man Americans who attended
stated that the understanding of
the Austro-German wish for unity
was gaining ground in the United
States, and on their return they
would see to it that it became
complete.

DISASTROUS PARIS FIRE.

TWO PERSONS LOSE THEIR LIVES.

Paris, July 19.

Fire this afternoon destroyed
the interior of the Salle Pleyel,
the largest concert hall in Paris,
which was only opened to the
public last Autumn. Two per-
sons are believed to have lost
their lives, one of whom is Mr.
Oliver Denton, an American teacher
of music, from New York,
who appears to have been giving
a lesson in one of the studios up-
stairs.

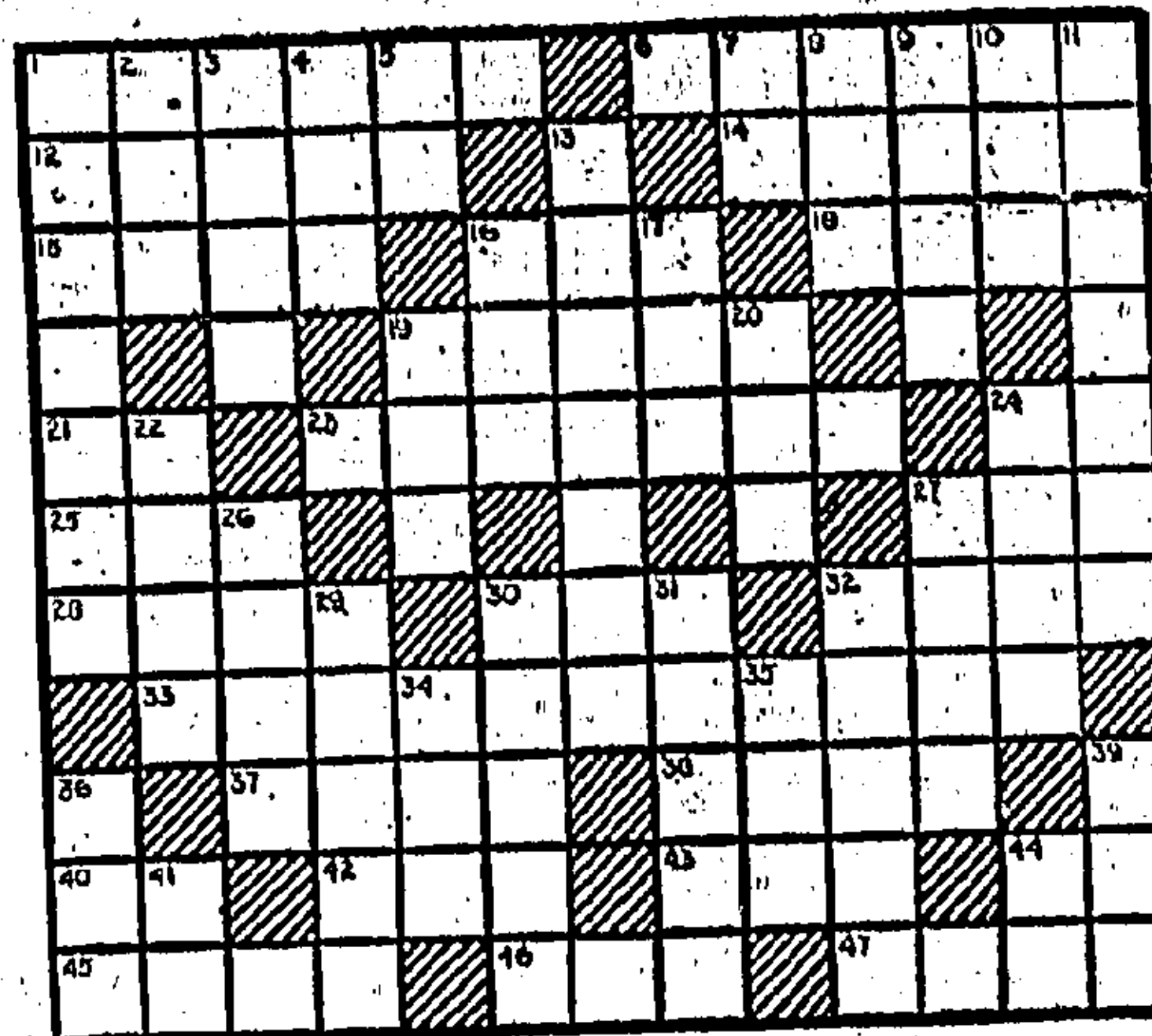
Other persons received injury
from burns and partial asphyxia-
tion. The damage must amount
to thousands of pounds. The
structure, however, did not col-
lapse.

One of the employees told me
that the fire, in his opinion, start-
ed on the stage and set alight a
mass of cotton waste. Some
workmen who were carrying out
acoustic experiments noticed a

fire shortly before two o'clock, and
attempted to put it out with fire
buckets. As it still spread they
left the hall in a panic, forgetting
apparently that there were a num-
ber of people working in the
offices and music studios on the
upper storeys who should have
been warned, and summoned the
fire brigade.

The first fire engine did not ar-
rive till a quarter of an hour
after the alarm, and by that time
the interior of the hall was a
blazing furnace. The walls and
wooden fittings dried by the heat

OUR CROSSWORD PUZZLE.

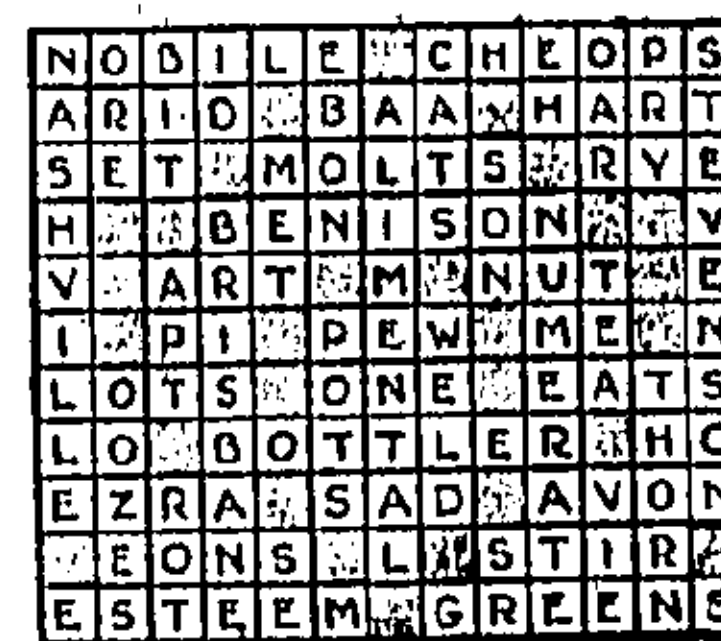


Horizontal.

- 1 What Jewess saved the life of
her people by marrying a king
and interceding in their behalf?
(Bib.)
- 6 Who was the author of "Little
Women"?
- 12 A bitter crystalline substance.
- 14 Inferior kind of black tea.
- 15 Peasant or cultivator of the soil.
(Fr.)
- 16 One of series of rows.
- 19 Who is the most famous feminine
chemist?
- 21 Like.
- 23 Yellow condiment.
- 24 You and I.
- 25 What Greek letter is the equiva-
lent of the English "R"?
- 27 Sesame (plant).
- 28 A grave.
- 30 The affirmative side.
- 32 Lowest portion of window frame.
- 33 What woman is one of America's
assistant attorney generals?
- 34 To blow as a horn.
- 37 Colour formed by blending
black and white (variant).
- 40 Part of the verb to be.
- 42 Grief.
- 43 One in cards.
- 44 Toward.
- 45 Who is the "congresswoman"
from California?
- 46 Hastened.
- 47 Unexpected invasion by the
police.

- 5 Half an cm.
- 7 Abbreviation for "pound."
- 8 Bed.
- 9 From what U.S. state does Cus-
toms Judge Genovio Cline come
from?
- 10 Tiny golf device.
- 11 Who is the author of "History
of the Standard Oil Company?"
- 12 To agitate.
- 13 Yellow matter from a sore.
- 17 Inlet.
- 18 Billiard rod.
- 20 Unit of energy.
- 22 To display.
- 24 To droop.
- 26 To leave out.
- 27 Neat.
- 29 Inflated.
- 30 To become exhausted.
- 31 Largest wind instrument.
- 32 To fear.
- 34 Card game.
- 35 Portion of a circle.
- 36 Tree which bears acorns.
- 39 Wooden mortar tray.
- 41 Mother.
- 44 Seventh note in scale.

Yesterday's Solution.



DURO DEEP & SHALLOW WELL PUMPS

The Standard Pump. Complete System.

Prices Reduced

WE SPECIALISE IN FLUSH WATER
SUPPLY PROBLEMS.

LET US HELP YOU

WIND, WATER, & GASOLINE
DRIVEN PRIVATE ELECTRIC PLANTS

The DURO PUMP & ENGINEERING CO.
472 Nathan Road, Kowloon.

of the past few days took fire im-
mediately. The fire was com-
municated to the upper storeys
by the lift. It was here that the
two persons were cut off and
asphyxiated before the firemen
reached them.
According to the Soir the
Salle Pleyel had no emergency
fire exit or fire staircase.
Reuter's correspondent tele-
graphed that three persons were
gallantly rescued from the fifth
storey by a policeman. Half a
dozen firemen were slightly in-
jured.

By Blosser

Mackenzie's & Co's
**DAINTY "PERSPIRATION
DEODORANT"**
(a specific for excessive perspiration)
THE COLONIAL DISPENSARY
14, Queen's Road, C. Tel. C. 1877.

FRECKLES AND HIS FRIENDS



Company!



IT NEVER VARIES!
DEWAR'S
SCOTCH WHISKY
of great age.

"WHITE LABEL"
and
"VICTORIA VAT"

As supplied to the House of Lords and
House of Commons.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.

NOW ON SALE.

NEW
VICTOR
RECORDS
for AUGUST.

S. MOUTRIE & Co., Ltd.
Chater Road.

ALL HE SPENT WAS A
FEW MINUTES

(NO—HE DIDN'T HAIL FROM ABER.)

Of course it is our aim to do
business with you sooner or
later, but—may we impress on
you that you are always wel-
come to look over our many
Departments at any time—come
in, look round. Swing the
latest Golf Club, or if you're inter-
ested in Furniture inspect our
stock of real old Blackwood.
Then, there is always some in-
triguing novelty in our Jewellery
Section.—Get the habit of pass-
ing odd moments in looking
round our Store—it's interesting
and carries no obligation
whatsoever.

— JUST SPEND A LITTLE TIME —
PLEASANTLY.

LANE, CRAWFORD LTD.



AUTO-TOTAL
THE MOST
PRACTICAL & EFFECTIVE
MOTOR CAR FIRE
EXTINGUISHER
ON THE MARKET.

NO PERIODIC REFILLING

Also Suitable for
SMALL ESTABLISHMENTS.

KELLER, KERN & Co., Ltd.
10-12, Connaught Road, C.

IN MEMORIAM.

Donald Clement Logan, M.C.
(INSERTED BY THE SCOTTISH
COMPANY H.K.V.D.C.)

The
Hongkong Telegraph.

SATURDAY, AUGUST 18, 1928.

AN ABSURD POLICY.

If we are to judge from the memorandum on foreign policy which was presented to the Plenary Session of the Kuomintang Party at Nanking last week, the Nationalists are approaching the question of Treaty revision in a spirit of absolute disregard of foreign rights. This document urges the wholesale and unconditional abrogation of all the Treaties with the Powers, including the abolition of extra-territoriality and the retrocession of all foreign Settlements. The document in question was drawn up by General Tan Yen-kai and Mr. Tan Yuan-pai, both prominent Nationalist leaders, and as neither of these are regarded as extremists, it is to be presumed that the advice which they have tendered reflects the considered opinion of quite a big following in official circles. Their views are all the more interesting from the fact that the Nationalist Government appears at the moment to be unwilling to make any concessions to Japan in the latter's demand for the cancellation of the decree abrogating the Commercial Treaty which is still the subject of an exchange of views between the two countries.

The most startling of the proposals put forward in the memorandum are those dealing with consular jurisdiction and the foreign Concessions. It is urged that the former should be unconditionally abolished and an uncompromising policy followed for the attainment of this end. What the advocates of such a plan overlook is that before the Treaty Powers can agree to the surrender of their extra-territorial rights, very substantial evidence will be required regarding the long-promised reform of the Chinese judicial system. No foreign nation would think of exposing its citizens to the perils of Chinese law so long as present conditions persist. Germany, as is known, is one of the nations which no longer enjoys extra-territorial rights in China, and it is only necessary to quote the

experience of German business men to show how they are affected by that circumstance. One merchant who spent many years in China under extra-territoriality, and four years without special rights, recently told a Press representative in Peking that conditions are vastly different to what they were. In the old days, he says, if Germans had a reasonable case, they took it into Court and their consular officials saw that they got justice. "But if we have any dispute with Chinese now," he adds, "we always settle out of Court, usually at a heavy loss. We do not dare take the matter into a Chinese Court, because 99 times out of 100, we will be cheated. We must pay bribes to the Judges, as the Chinese do, and then the case will usually be decided against us, whatever its merits." No comment is needed to point the moral of these remarks. If the Nationalists want consular jurisdiction abolished, let them first wipe out the corruption in Chinese Courts.

On the question of foreign Settlements and Concessions, the memorandum under notice advocates immediate retrocession. It adds that "although a stipulated period for the lease of the Settlements is specified in the Treaty, we can very well, on the ground of 'changed conditions,' declare their cancellation." A more presumptuous suggestion could hardly be put forward. These Settlements and Concessions were for the most part mere mud flats and waste land when they were first leased to the nations concerned. To-day they have, as a result of foreign enterprise and perseverance, been converted into big modern commercial and residential centres such as have no counterpart, whatever in any part of China proper. They are a standing monument to honesty and efficiency of administration, and if the Nationalists imagine that they are to be handed over lock stock and barrel because jealous Chinese eyes are fastened on them, they will be sadly mistaken. Indeed, if this is the Nationalist conception of Treaty revision, the Powers may be forgiven if they decline to have anything more to do with the question.

Royal Commissions.

The announcement that Viscount Lee of Farnham will preside over the Royal Commission to enquire into police methods will be of some solace to the Conservative Party, which has had reason in the past to deplore Mr. Stanley Baldwin's apparent opinion of the intelligence within its ranks. Whether it is that a mood of self-depreciation overcomes the Government when important issues are raised, or whether it is merely that the Opposition would be silenced if their own recommendations are adopted, it is difficult to say, but it has become a curious habit with the Baldwin Government to appoint Liberals as Chairmen of its Royal Commissions. When the coal problem was a vital concern, Sir Herbert Samuel presided, and last year, when it was decided to send a Royal Commission to India to grapple with the vast question of Indian reforms, Sir John Simon was called upon to serve in the Chair. Brilliant men both, but it is strange policy for a Conservative Government to give the impression that Liberals have a claim to precedence in such appointments. The natural assumption of the layman is that the Government lacks conviction when it selects men of the opposite side to determine the handling of social and Empire problems, and similarly that it does not trust its own men to reach an adequate solution. It is no compliment to the Party, though we should have thought that it was equally favoured with men strong of character, keen of intellect and broad of perception. It is, therefore, gratifying to find Lord Lee has been given the appointment, though Lord Reading's name has been frequently mentioned as the probable selection. It is no easy matter with which the Royal Commission has to deal. Broadly stated, their task is to enquire into the practice followed by the Police in interrogating or taking statements from persons interviewed during investigations of crime. If the only question involved was how best to provide protection for

DAY BY DAY.

A TENDER CONSCIENCE IS A STRONGER OBLIGATION THAN PRISON.
—Thomas Fuller.

Booking for the recitals to be given by Miss Cecilia Hansen, the famous woman violinist, opens at Moutrie's on Monday.

His Excellency the Officer-Administering the Government has appointed Mr. K. C. Hamilton to be an Assistant Government Marine Surveyor.

It is notified that the rate per floor for linewashing in Hongkong and in Kowloon shall be \$3.80 for the period of one year commencing from 1st October, 1928.

The Gazette intimates that the Sik Yin School, opened and managed by No. 8, Bowring Canal Road, is declared to be an unlawful school within the meaning of the Education Ordinance, 1913.

It is notified that the wireless station situated at position Lat. 22° 16' 38" 56 N., Long. 114° 08' 31" 96 E. shall be designated as "Victoria Peak Wireless Station" Hongkong. The call sign used is G.O.W.

About Hong Kong.

Do you know that—

Hongkong formerly had a Choral Society, long before the Philharmonic Society was formed?

Formed in 1862, it was a revival of the old Madrigal Society, and it started under the directorship of Mr. C. F. A. Sangster, a former Cathedral organist. It gave its first public concert in July of the year named, in aid of funds for the building of the City Hall.

In the same year, a curiosity in the musical line appeared in the Colony—namely, a hurdy-gurdy worked by an Italian.

A Chinese recently transferred from the Tung Wah Hospital died at the Government Civil Hospital yesterday from the effects of a bullet wound in the thigh. It is not stated how he came to be injured.

His Excellency the Officer-Administering the Government has appointed Lieut.-Col. F. Eaves, D.S.O., to act as Registrar of Trade Marks and Letters Patent and Official Receiver in Bankruptcy, in addition to his other duties.

The University of Leeds, England, has awarded the honours degree of M.D. (Doctor of Medicine) to Dr. A. Cannon, Hongkong, Dr. H. Sugare, and Dr. Greta Wardle. The degrees were conferred by the Duke of Devonshire, the Chancellor of the University, in the case of the first successful candidate, *in absentia*.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths: Plague, Alexandria (1), Bombay (2), Rangoon (2), Cholera, Bombay (1), Calcutta (1), Madras (30), Negapatam (1), Rangoon (2), Tuticorin 1, Vizagapatam (12), Pondicherry (1), Bangkok 1, Canton 2 (1), Shanghai 1; Small-pox, Bombay 18 (8), Calcutta 3 (1), Madras 11 (2), Moulemein 8, Negapatam 13 (1), Rangoon 1, Pondicherry (11), Belawan Dell 1 (1), Pontianak (2), Sourabaya (1), Shanghai (1).

EXCHANGE RATES.

	London, Aug. 17.
Paris	124.25
Geneva	25.20
Berlin	20.88
Hamburg	18.16
Amsterdam	192.50
Athens	375
Buenos Aires	477/16
Hongkong	2/04
New York	4.85 7/16
Shanghai	12.105
Stockholm	18.13%
Vienna	84.25
Madrid	29.13
Bucharest	707%
Bombay	1/5, 15/16
Yokohama	1/10, 3/32
Brussels	84.30
Milan	92.30
Copenhagen	16.13%
Prague	168.23/32
Lisbon	27/32
Rio	5.20/32
Shanghai	2/74
Silver (spot)	27.3/16
Silver (forward)	27.5/16

—British Wireless.

the public against third degree methods, there would be nothing onerous in the Commission's work; but they have to bear in mind, at least we trust they will, that nothing must be ordered which will unduly restrict the Police in the unravelling of crime.

LETTERS FROM HONGKONG.

18.—Mainly About People.

I find that the last word has not yet been said in the matter of mosquitoes and malaria, or, for that matter, of hygiene in general. It is reported that Fitzgerald, in one of his letters, speaks of looking forward to a "great treat," namely, going to Ipswich Assizes to see "little Voltaire Jervis and old Parka, who I trust will have the gout; he bears it so christianly." I do not know to which of the two great classes of humanity the simile has the easier resemblance, whether to those whose personal characteristics are so ruthlessly disturbed, in the cause of hygiene, (as for instance in the case of house-spraying) or to the others who suffer, placidly enough, the unhygienic habits of those who surround them. The example of the latter tolerance that occurs most readily to the newcomer is our cheerful acceptance of the spitting habit.

That spitting must be regarded as an ineradicable privilege of the Chinese race is disproved by its prevalence much nearer Home not so very long ago. Here is an abstract from an old-fashioned life of Queen Charlotte that I came across the other day:

"Princess Amelia (George III's sister) was a good tempered and amiable princess. So tolerant and good-natured was she that she allowed much to the oddities and familiar manners of her comrades, as when she complained of Lady Bateman, who was travelling with her in a chaise, and who 'required to spit' so frequently, that the glasses were every minute being put down."

Rustics and labourers in England still spit. But the aristocracy have, on the whole, given it up; and the middle classes are hot on the path of the aristocracy. In China, the aristocracy is still in the full flower of expectoratory vigour. It was Lady Hosie whose Chinese lady friends, on coming to her house in Peking where she lived in Chinese fashion, complained that the place was so clean, spick and span, that "there wasn't a corner left to spit in."

Assuredly we have a long way to go ere we make much impression on the spitting habit. The journey is in no way lessened by postponing the start, but we have at any rate cause for wonder as to which is the best starting point.

But Malaria is in another category. There appeared in a local newspaper a week or two ago the following amazing advertisement:

"People who reside at (sic) the tropics, or in any part where malaria prevails, should avoid going out before the sun has dispelled the morning mist and also before they have breakfast. The reason for this is that the vapours which arise from the earth during the night are frequently malarious, and the system unfortified by the morning meal is especially susceptible to this poison."

"The only real safeguard against malaria, however, is pure rich blood. And when malaria has entered the system the only method of driving it out is by purifying and enriching the blood. For both purposes, a proved specific is the world famous blood tonic...etc. etc."

And this from a firm which purports to purvey a valuable medicinal preparation, and has therefore, presumably, a more or less scientific outlook. Were it not for the influence such a pernicious doctrine must have on ignorant folk, one would be inclined to smile in the conviction that the man who wrote the advertisement must have had his tongue in his cheek. He cannot even be classed in the same species as the anti-vaccination fiend, who is at any rate prepared to stand up before the bar of medical knowledge with some pretence of view.

One had imagined that the old-fashioned views on malaria infection had died a natural and quite definite death. But that there still remains a ready field for the persistent weeds of exploded ideas to take root and flourish, was brought home to us very clearly the other day.

Mary was discussing with Mrs. N. the mosquitoes that abound in our part of the Colony, and happened to mention the danger of malaria.

"Malaria!" said Mrs. N. "Surely you can't catch malaria from mosquitoes!"

I don't know on which side the amazement was the stronger. Probably on Mrs. N.'s, who even after Mary had explained to her quite fully how it happened, went on her way with an incredulous smile and an evident conviction that she was having her leg pulled.

"Why," she said, "Mr. M. caught malaria in Kowloon, and there aren't any mosquitoes in Kowloon. Mrs. M. says Mr. M. thinks he caught malaria when he went to dinner with the O's the night before."

The M's are some of those people whose statements are nearly always manifestly and gloriously wrong, but who are so positive in their delivery that they are always accepted as gospel by their amazingly credulous friends.

Mrs. M. in particular deserves a chapter to herself in any book. She is the large wife of one of our newer arrivals, who patronised at first one of the many Kowloon private hotels. But she very soon announced that she could not possibly go on staying there. They gave you such a terrible lot to eat for dinner and lunch, that she simply could not get through it all. It was pointed out to her that most of the dishes were alternative choices and there was no absolute necessity to eat them all.

"Oh," she snorted, "I pay an inclusive charge which covers all the food. I'm not going to pay for food I can't eat."

In due course, they moved into another house, and Mrs. M. asked some people in to tea, prior to playing in a football match. Unfortunately it turned out that the football match was at half past four. The players accordingly came at a quarter to four. No tea. Mrs. M. suggested shouting for it.

"No you can't do that," said Mrs. M. "The Chinese all sleep from two to four."

"But hadn't I better go down and chase them out?"

"Good gracious, no," said Mrs. M. agitated. "You can't go down into the Chinese quarters. That would never do."

At a quarter past four there was still no tea, and the football players had to go hungry to their game. They lost.

Mrs. N. asked her, wasn't she worried?

"On no," said Mrs. M. "When one is in China, one must do as the Chinese do. It's no good worrying."

Discussing what it was advisable to wear on the occasion of the Government House Garden Party, Mrs. N. wondered whether a thin silk or volle frock would not be rather nice.

"Oh," said Mrs. M. "You can't wear a frock for the Garden Party. I am going in a Shantung costume."

Again in the matter of clothes, this time for the evening reception. What was the proper kit to wear? "Evening clothes," said Mrs. M. firmly, "because there will be dancing."

Whether she was right in this case or not I cannot say. You can scarcely get through life quite so confidently as she without being occasionally right. But her reasons are sometimes unusual. How did she know there would be dancing?

"Of course there will be dancing." It says its's a Reception on the card, and a Reception always means dancing."

When the night of the Reception arrived, the N's had one car, the P's and R's another. But Mr. N. who had suffered for a week from one of the baffling local complaints, found it was going to be too much for him, and feeling very faint asked to be taken home again before they were half way there. Mrs. N. transferred herself to the P's and R's car, where after a while she said, "I am glad it is not much further. I do feel so sick."

Said Mrs. P. "Now you mention it, I'm feeling a bit queer myself."

To which Mrs. R. chimed in, "I wasn't going to say anything, but since you two have both spoken up, I may say my stomach's something cruel."

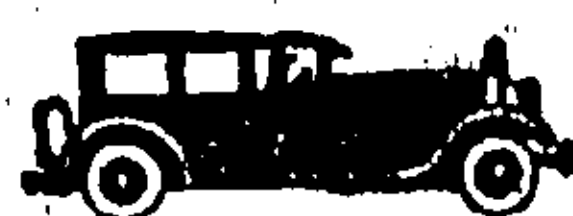
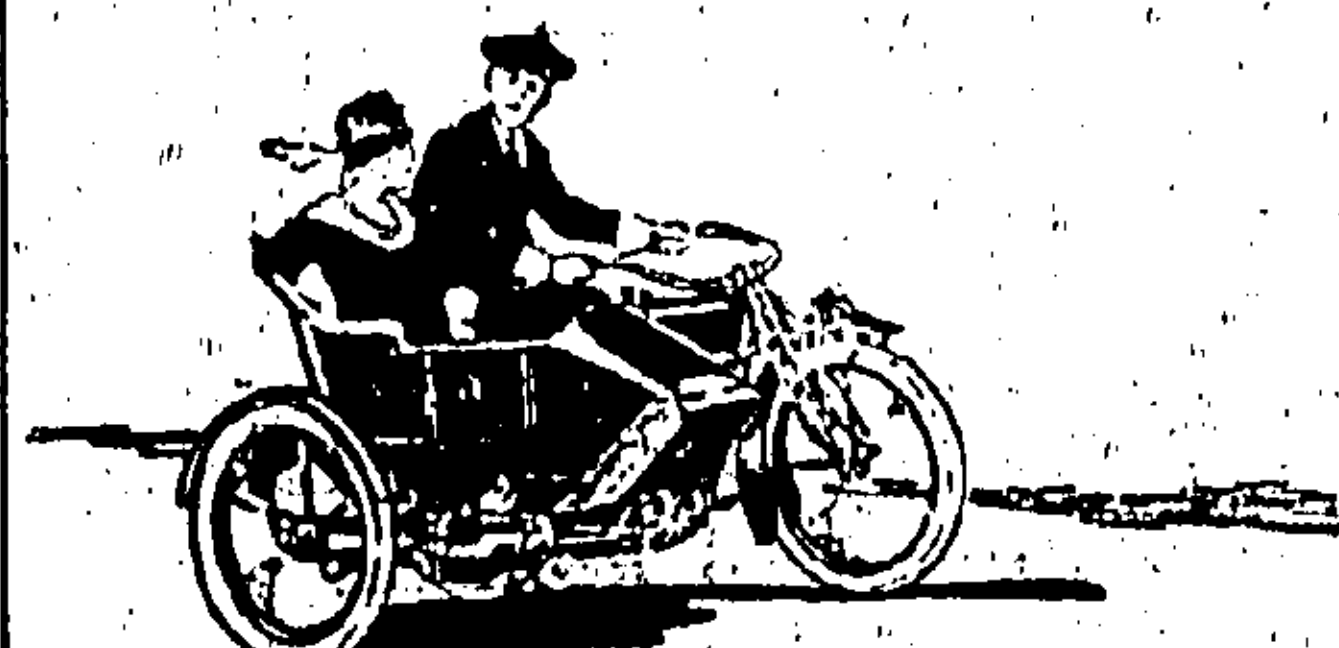
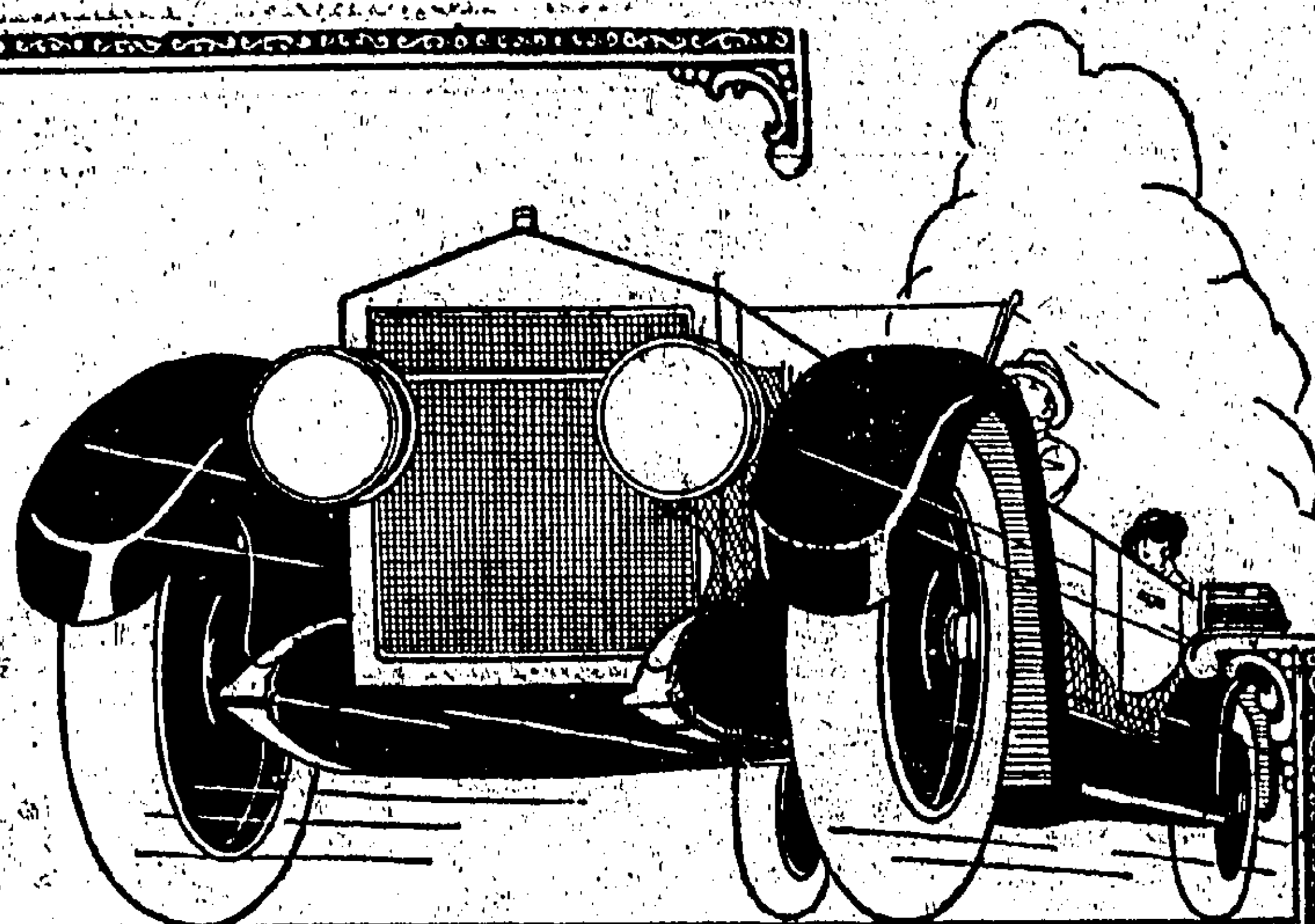
One cannot help smiling at their ready confessions of misfortune, but in truth there is a class of people who seem to receive such scant sympathy from the medical world that they feel obliged to fall back on one another for what encouragement they can get in their internal troubles.

Here, then, are some of the ingredients of our little society—acquaintances we have achieved, not so much through any purpose, but merely from propinquity. In my next letter you shall see more of them, and I hope to introduce you to others, since for a due appreciation of a sociological problem you must first of all know some of the characters, however composite, with whom you have to deal. And I would take this opportunity of saying that if any local resident should chance herein on some saying or action with which he feels himself in any way connected, he will accept my sincere apologies for inadvertently attributing to an individual what I have endeavoured to impress on a type. Such lessons are, unfortunately, unavoidable in so small a Colony where, after all, we speak each one of us, nearly the same language, and do very similar things.

ZIM.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 18th AUGUST, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

First Offenders.

Elsewhere in this issue will be found particulars of the scheme which has recently been adopted by the Metropolitan Police in London whereby motorists who are guilty of a minor motoring offence for the first time will be warned instead of summoned before the Magistrate. We cannot help thinking that some such scheme would be particularly applicable to Hongkong for there are quite a number of petty motoring offences tried each week which ought not to occupy the time of the Court. We fully realise that it is essential to keep constant control over the many Chinese drivers in the Colony, but it is undeniable that many of them commit a minor offence in ignorance rather than in either careless or wilful manner, and that a sharp police warning would be of sufficient educational value. We do not suggest that our Traffic Department works in any way oppressive, because, on the contrary, we know that much useful advice and help is given, but it is not good for motoring interests in general to take too frequent penal action.

Motor Water Boat.

Hongkong now has its first motor-driven water boat—a description of which appears elsewhere in this issue. It is a sign of the times when a motor engine can be adapted to the varying needs of a water boat in which the auxiliary machinery has to be capable of a flexibility to pump at rates varying from five to 100 tons of water per hour. This has been achieved in the new water boat built for the Union Waterboat Company by the means of special gearing, and it was a very interesting party of engineers and others who saw the pumping machinery at work at Thursday's demonstration. The Gardner engine, for which Messrs. Dodwell and Co., Ltd., are the local agents, has come right to the forefront of internal combustion engines and its growing employment among power-driven craft on the harbour is fully assured.

Queen's Road.

Now that the new Kiamally Building is nearly finished it should not be long before another little bit of Queen's Road Central is widened. The building has been set back, as will also be the new building which is to go up alongside it. There will then only be a few shops between this widened portion and the Kaiming Building out of alignment with the new line, and it is to be hoped that reconstruction of these old shops will take place at an early date and thus make possible the complete widening of this important road. We hear that it is contemplated soon to rebuild the premises in which the Hongkong Electric Company's showroom is housed and if that rumour is true one can look forward to the time when the roadway from Pedder Street to Ice House Street will be of a width more in keeping with modern traffic needs. It is a great pity that the widening scheme for Queen's Road East was not carried through, and the reason appears to have been that in high official quarters it was felt that the new wide road which will be on the Praya East Reclamation will make Queen's Road East less important and not worthy of the expense which widening would involve. We think that is a mistaken view and that the lack of dollars which the completion would have cost would have been well spent. As matters are now, Queen's Road East is easily the most dangerous road in the whole of the Colony.

One-Way Traffic.

There have recently been articles in the Home papers on the dangers of one-way traffic and although there is no comparable traffic congestion in Hongkong to make such a ruling likely, the matter is of interest, if only for future reference. The Westminster Coroner recently held an inquest on a pedestrian who was fatally injured by a bus in a one-way street, and, in addressing the jury, he said that although one-way traffic might be a very useful system to solve the problem of getting traffic along quickly it created great risks for the pedestrian. Shopkeepers have also complained that it is detrimental to business, and it seems that the device is thoroughly unpopular with all except to the traffic authorities who are trying to cope with the ever-increasing volume of traffic. This consideration does not yet operate in Hongkong and we hope it never will to that extent.

Bad Parking.

One so frequently sees examples of bad and thoughtless parking that we make no excuse for again referring to the matter. Cars parked on the roadway when there is ample room off the road close by; cars parked on bends when they might have been moved only a few yards further along out of danger; and cars parked too far out into the road—all these things can be seen on almost any day of the week, especially so on Sundays when people go out to matches and bathing beaches. Chinese are not the only offenders for Europeans are as often at fault. We would like to appeal once again for a little more thought to this matter for it is quite an important one on which it should not be necessary to speak almost every week. We would very much like to see the police take action, because this is by no means a minor matter but one affecting the safety of all road traffic.

Garden Road Sign.

The new "Go" and "Stop" sign at the bottom of Garden Road appears to be working quite well and is undoubtedly a big improvement on the old system of distributed lights. There is one improvement which could be carried out, however. As a car approaches from the east, in front of Murray Barracks, the new sign is partially hidden by some low branches of the trees which overhang the pavement at this spot, and if a little pruning could be done drivers would be able to see the sign much earlier than now. Only a very little cutting is necessary.

Motor Bus Service.

We learn that cable advice has been received to the effect that three of the new buses of the fleet ordered by the Hongkong and Shanghai Hotels, Ltd., were shipped from Liverpool on July 27th, so that they should be here by the end of the present month. The others are expected to follow immediately. We learn that stopping places between Shek Tong Tsui and Causeway Bay have been selected and that the necessary signs are being made.

CARRY LIGHTED CLUBS.

To assist in directing traffic at night, policemen in Paris, France, carry lighted clubs somewhat like the illuminated baton of an orchestra leader. They are equipped with current from batteries attached to the policeman's belt. A switch exposes either of the lights desired.

ANOTHER ROCKET EXPERIMENT.

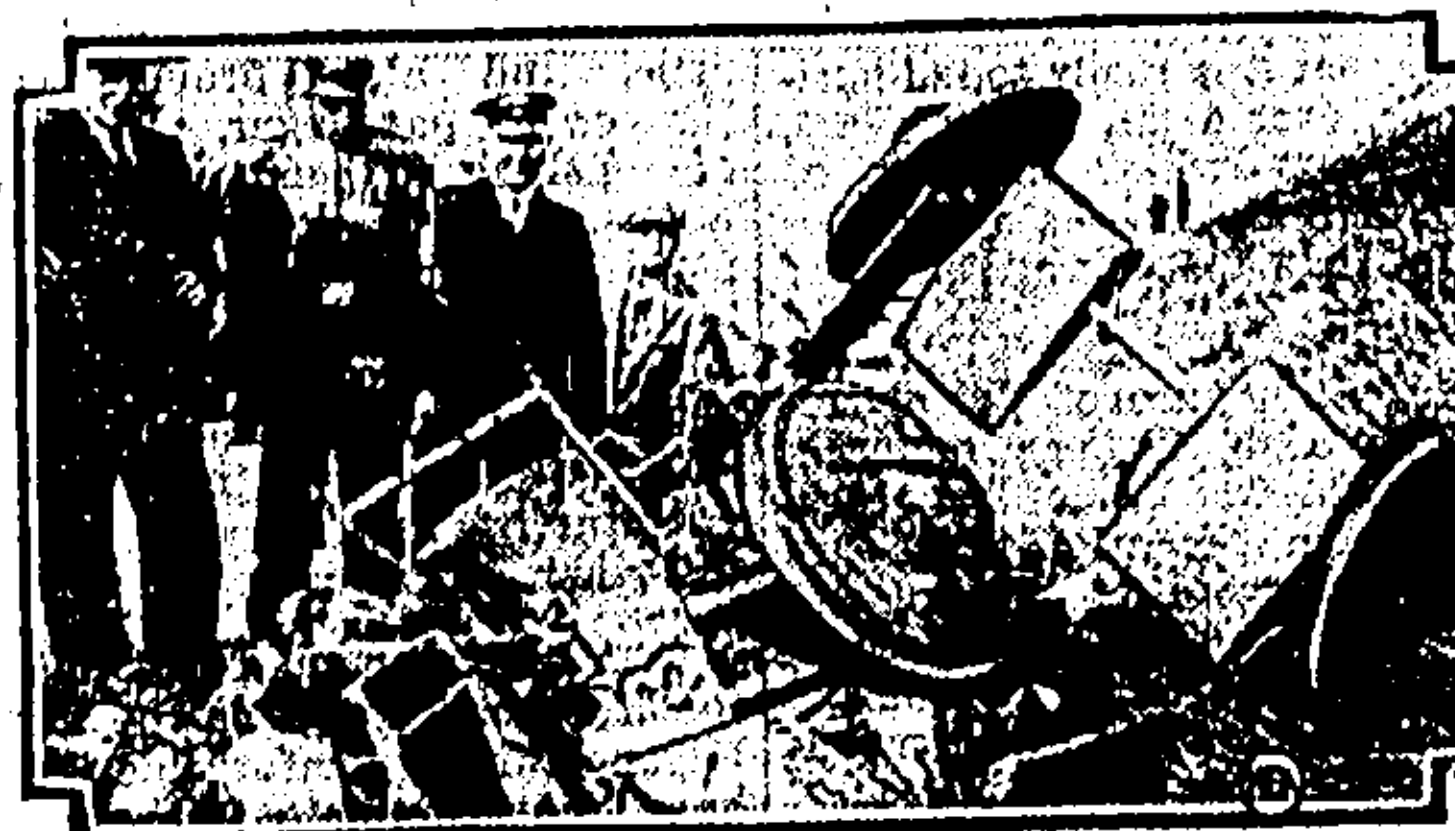
Car Explodes and is Wrecked.



The fastest car in the world, probably, was the Opel-Sander Rocket, experimental machine made in Germany. Propelled by the explosions of rockets, it was calculated to attain an unheard-of speed. To see if life could exist at such a rate, a cat was chosen to be the only passenger. Here it is shown receiving last minute instructions before the start.



Without a human pilot, the car had to be mounted on rails to keep its direction. Here it is shown, fairly flying along the track with its feline passenger. The exploding rockets are driving it at a speed that no one ever will be able to measure, because—



The contraption went so fast that it exploded. It flew into the air and came down in a ditch a mass of wreckage. Note the inverted wings on the axle that were intended to keep the car from actually leaving the ground. The only casualty was the cat, all nine of its lives spent in the few moments of that furious ride.

2 MOTOR-CYCLING RECORDS BROKEN.

Competitor Finishes
Second After Collision.

Many well-known motor cyclists took part in the 200 miles races at Brooklands recently and two records were broken. Herbert le Vack lowered the record for the distance, and also established a new record for two hours. He covered 200 miles in 2hr. 5min. 34sec.

There were two minor accidents. Riding too close to the edge of the track, A.G. Walker collided with a competitor who had stopped to make adjustments. Walker was thrown heavily, but, remounting, rode to the pits, and was taken to hospital with a broken arm.

Later in the same race A. Bellingham was changing a plug on the side of the track, when E. Fernhough passed so close that he struck the standing machine and carried away part of the handlebars.

Bellingham's foot was injured, and he was taken to hospital, but Fernhough, although bruised, continued the race, and finished second.

INTERESTING INVENTION.

Eliminating Wheel
Spin.

When travelling over bad roads the wheels of the car are continually bouncing off the ground and the rear wheels are caused to "race." Although this racing ceases when the wheel again comes in contact with the road, there is a fraction of time when it is not properly touching—and more tread is worn off the tyre by the spinning wheel than by many miles of normal running. Barnett Glass announces that their new "Pressure-lastic" tube absorbs so much of the road shock that the wheel cannot leave the road. Wheel spin is, therefore, eliminated and the life of covers greatly lengthened. Many layers of rubber are used in the construction of this new tube, giving it such powerful resistance to all sharp matter that punctures are virtually impossible. Another interesting point contained in the fact that the tube cannot bulge when a cut occurs in the outer cover. A blow-out is consequently

A NOTABLE TRIP.

Tribute to Gargoyle
Mobiloil.

A notable motoring achievement has just been completed—from Cape Town to London—in a Chrysler car lubricated by Gargoyle Mobiloil.

The tour was carried out by Mr. G. S. Bouwer who is a motor dealer in South Africa and who is also a well-known racing motorist in that country. The trip was made under the auspices of the Rand Daily Mail and the African Films Trust, one of whose photographers accompanied Mr. Bouwer on the long and hazardous journey. The part of the journey which lay between Cape Town and Cairo was undertaken primarily for the purpose of arousing public interest in South Africa in the scheme to construct a road between those two far-separated points. The 7,000 miles between Cape Town and Cairo were accomplished in the middle of the wet season and under the worst possible conditions. The final lap of 500 miles into Cairo was accomplished at an average speed of 40 miles per hour—a wonderful tribute to the car and also to Mobiloil which was the lubricant used throughout.

When Mr. Bouwer reached London early in June, having then covered 8,000 miles of forests, swamps, and desert, he drove straight down to Brooklands and there did a 6 hours non-stop run at the officially-timed average speed of 62 miles per hour. A final lap was done at 73 miles per hour and his speed over a flying half-mile was returned at 82 miles per hour. After such an arduous journey, this was a really remarkable performance and was fine tribute to the efficiency of Mobiloil which had protected the engine all the way.

The last news received in Hongkong was that Mr. Bouwer had started on his journey back to Cape Town and that he was out to break the existing record which has been established for this trip. Weather conditions ought to be a little better on the journey south. Mobiloil will again be used throughout the trip.

6,000 MILES BY CAR.

Woman's Lone Trip
Across Africa.

Mrs. Diana Strickland, the explorer and authoress, has, according to a message received recently at Home, crossed the widest stretch of the African continent in an English-made motor-car.

Her journey of 6,000 miles from Dakar, on the west coast of Africa, to Mafsa, Eritrea, was through the almost uncharted Wadal territory, part of the hinterland of the French Congo.

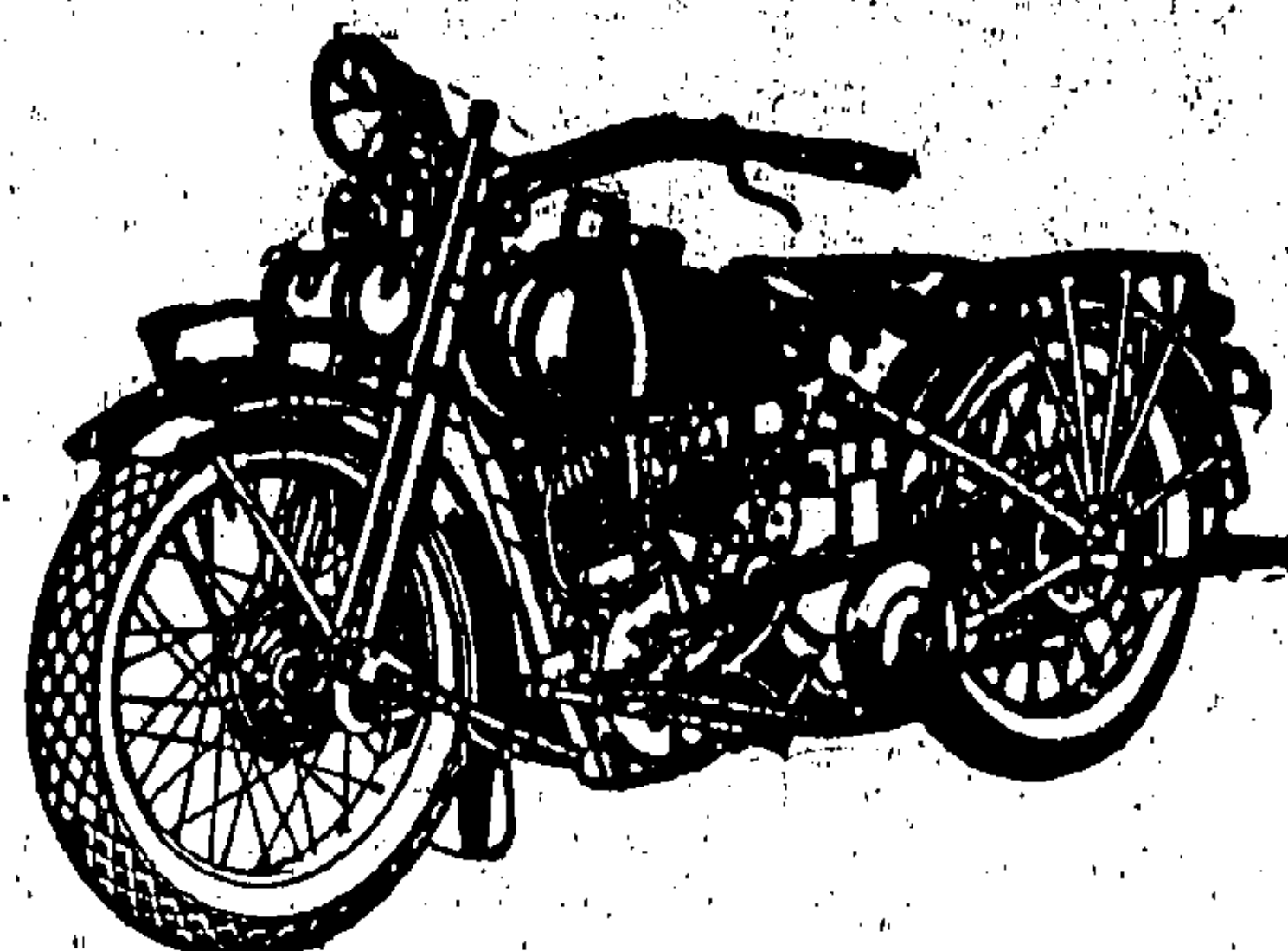
The journey had never been accomplished before. Mrs. Strickland left Wolverhampton in May 1927. Her mechanic had to be sent home owing to illness and she continued the journey alone.

She was at first held up by floods and storms, and once spent weeks in a leaky hut waiting to ford a swollen river. On another occasion natives robbed her of £70 in French money.

While she was in Chad, Central Africa, all her tyres went and she rode 200 miles on horseback on a hard wooden native saddle to the nearest English post for fresh supplies. She had little food during the ride, living almost like a native.

She paid 18s. a gallon for petrol in the Sudan, and the price was never less than 6s.

obviated, and the driver can safely proceed to a convenient place before stopping to change his cover.



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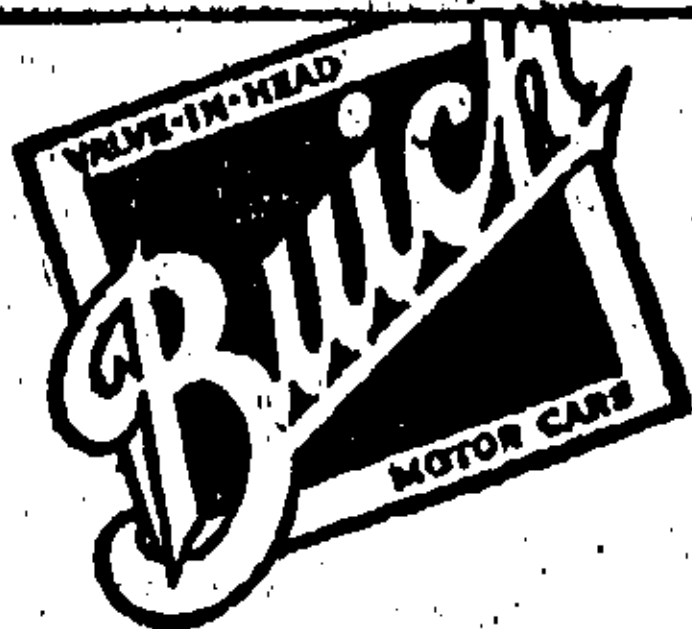
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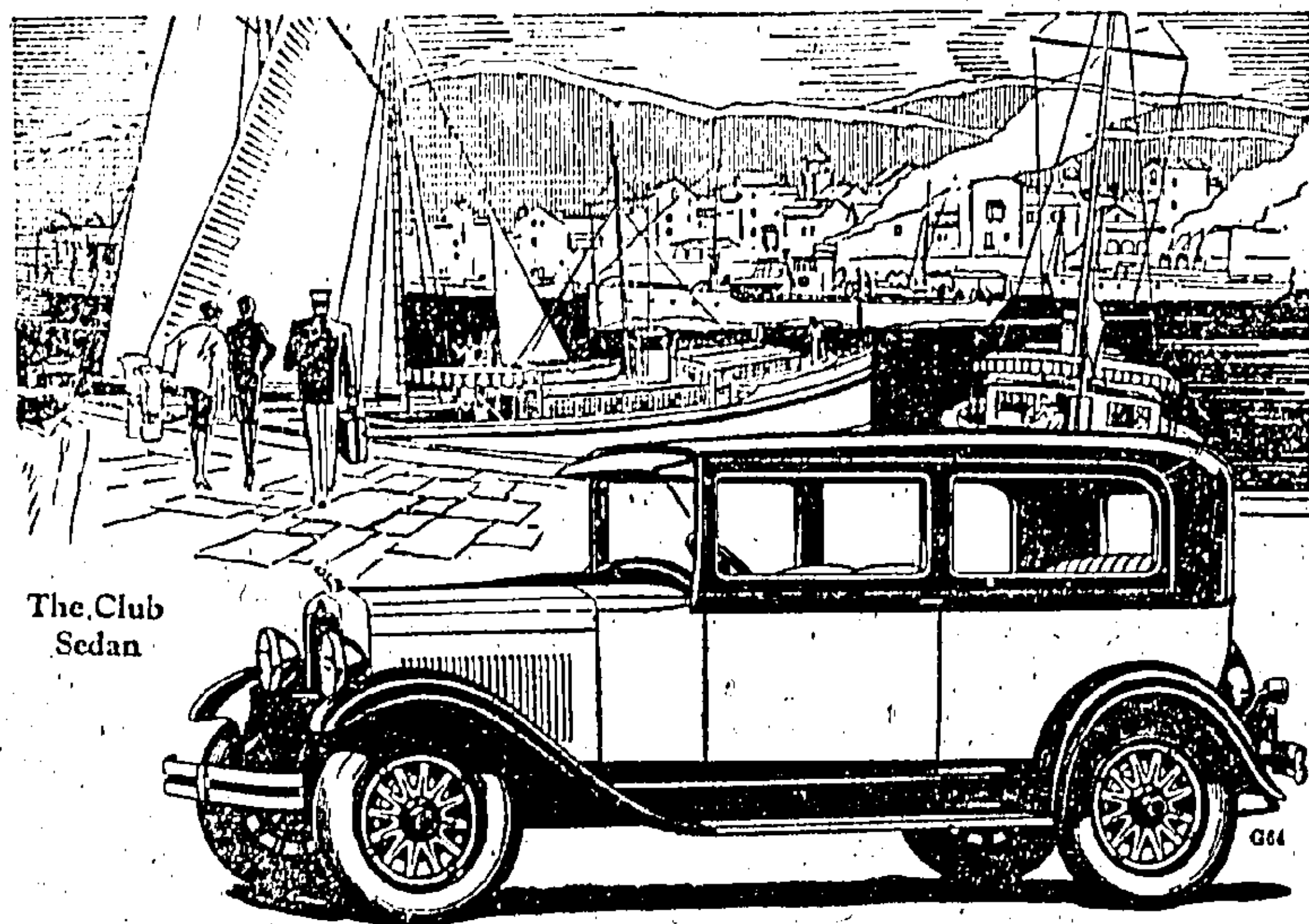


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See this sedan which gives you championship six-cylinder performance at four-cylinder cost. In official tests Studebaker's Erskine Six sedan traveled 24 consecutive hours at better than 54 miles per hour average. Come in today—see and drive this luxurious, yet low-priced, Erskine Six Club Sedan.

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STUDEBAKER'S ERSKINE SIX

BRITISH CAR PRODUCTION.

Steady Rise Since 1922.

Between 1922 and 1927 British car makers increased and multiplied their annual production by four and a half.

The start was slow and lowly, as factory after factory rose from the ashes of its scrapped munition and armament plant, and strove to recover the losses of the years of diverted effort.

It is interesting to conjecture how the motor car history of the world would have been written had the war not intervened at a period when cars had scarcely become dependable vehicles of transport.

Great Britain was not only the birth-place of engineering—it was the nursery as well. From its factories experts were flung all over the world when the call came for guns and shells, ships and bombs, planes and motor transport. They built, organized, and nursed into efficiency plants in neutral countries who could and would produce and sell munitions, and the lessons they taught were well absorbed in the lands of their adoption.

Again the "if" rises, but without the war they may have had a chance of writing motor history in their home land.

Fighting Debt.

As it is, those who were left have dug very well through the vast mountain of national debt which almost smothered industry beneath the incidence of its taxation, and in five years have emerged from the struggle with a record of accomplishment which makes the future more promising.

The manner in which the average price per vehicle has fallen during the years of increasing production is shown by these statistics:—

Year.	Cars produced.	Value.
1922	38,000	£20,500,000
1923	67,000	24,000,000
1924	107,000	36,500,000
1925	131,500	41,566,000
1926	152,699	43,161,945
1927	161,920	43,500,661

So that while production increased 4½ times the average price per car fell from £540 in 1922 to £268 in 1927.

Improved production methods, a greater division of overhead expense and price reductions caused some of this fall in averages; but its main reason was the rise to favour of the small, economical car with a high efficiency engine.

Sought Economy.

As cost of operation is as important as price to the average man who buys a car, the British makers set out to broaden their market by building cars costing less to run, and with the increased demand and greater production were enabled to reduce prices so that the people who could afford to run these cars could also afford to buy them.

This may seem an inversion of methods, but it is really sound business, for, over a number of years, running cost—which includes, of course, depreciation—is a far bigger sum than the original price of a car.

Public acceptance of the principle of the high efficiency motor is shown by the fact that of last year's British production of 161,920 cars the number rated at 14 h.p. and under was 141,073. The production of smaller, more economical cars has increased in every manufacturing country in the world.

Imports Grow.

Since the period of re-organization commenced in 1922, Australian imports of British cars have increased about the same ratio as production. Commonwealth statistics show importations to have been—

1922-3	£ 645,678
1923-4	1,172,845
1924-5	1,815,304
1925-6	2,397,710
1926-7	3,201,900

The increase was continuous and, because of the lower cost per car and the unassisted manner in the number of units is, correspondingly, much greater than the capital value indicates.

Quantity production now seems definitely established in British car factories, which are catering for popular taste; labour troubles seem to have vanished from their horizon, so that the production and importations may be both expected to grow this year.

There should be very little doubt about the quality of the product, for these cars are produced by the same engineering methods and skill which produced the British fleet, and that is admitted to be a fairly good piece of work.

CHANGE SYSTEM.

Australia is planning a change in her traffic systems. The traffic will reverse, keeping to the right of the road instead of to the left as at present. With an estimated cost of £2,000,000, the change is hoped to be effected by 1930.

COMFORT IN MOTORING.

Some Necessary Items.

"There were definite signs of fumes in the driving compartment after the engine had been speeded up for any length of time." Such was the criticism recently levelled at a modern motor carriage, which costs the best part of £700. Is it not surprising? While to-day motoring can be indulged in at a most moderate cost, there seems to be a great lack of knowledge of the items which are necessary to produce real comfort in motoring.

In the first place, fumes of petrol and of carbon dioxide gases from the exhaust are both unpleasant and unhealthy. So, whether one buys the lowest priced saloon or the most costly closed carriage now available on the market, neither can give comfort to its users, unless its floor-boards are hermetically sealed and a close-fitted rubber mat covers the opening slots of the front compartment, so that no gas fumes can penetrate the interior through the flooring. Having thus stopped the usual channel of inlet of such fumes, it is also necessary to see that the exhaust pipe is carried well to the rear of the carriage and that the silencer and pipe connections are sound and do not leak gas at the joints. Yet, few motorists seem to look for such points to see that they are protected from discomfort from this source.

"Oh, I am so tired after a motor journey," murmured a lady recently to the writer, who asked how she could expect otherwise, when in place of being comfortable during the whole trip, her head had been nodding like a Chinese mandarin ornament. She had rolled from one side of the seat to the other on every corner which was turned, to say nothing of nearly slipping off the cushions because of the absence of a foot-stool against which to press her feet, when the driver checked the speed of the car with the brakes. No passenger should feel tired after a journey of many miles to-day, if the car is properly equipped. In the first place, every car should be provided with head cushions by its owner, so that these soft down-filled sacks costily fit in the nape of the neck of each passenger and support the head the whole time. These effectually prevent that tiring jerking backwards and forwards of the head to the movement of the car.

Passengers in motor carriages always require to be packed up in a soft lined case as it were, with every part of their anatomy supported in its natural sitting or reclining position to get true comfort in motoring. Wise drivers and owners of cars see that this is done, and also provide rugs for each passenger, in place of asking them to share wraps. A loose cushion fitted between the two passengers in the rear seat is a real comfort when there is no dividing arm provided. It saves them colliding with, or tiring each other by involuntarily resting one against the other, as the car careers along.

A most important point in comfortable road travel is the driver. No one can be comfortable if they have not complete faith in the man or woman at the wheel. Violent braking, cutting corners, and narrow shaves from collisions are apt to shake the nerves of all passengers, except those entirely ignorant of the possible danger of such proceedings. So in comfort motoring, the driver must not endeavour to pass every other car on the road or try to make an unusually fast road-speed average for the trip. Pleasure journeys should be taken leisurely, with plenty of time available to see the scenery and inspect the notable treasures of the district.

Yet it does sometimes puzzle folks, as the writer, why people who are ready and willing to expend from £200 to £2,500 on a carriage do not spend a further five poundnote to provide the vehicle with just a few comfort devices which are not generally included in the standard equipment. Few motorists, as already noted, can affirm seriously that the floor-boards of even the most expensive carriages are gas-proof. But they can be made so by fitting linoleum in the rear compartment, and a rubber matting in the front under the ordinary floor-board covering. Similarly, how many cars does one see with buttoned straps for hanging head cushions to fit individual passengers' heads and necks? Not many, yet they are an important feature for real comfort riding. It is the little things which help to make for real comfort in the car to-day, and these no manufacturer can be expected to provide, because they suit individuals and not generalities. By providing these, each car becomes a purpose-made carriage for its owner.

Don't be Disappointed! RALEIGH, ROYAL ENFIELD, & NEW HUDSON 1928

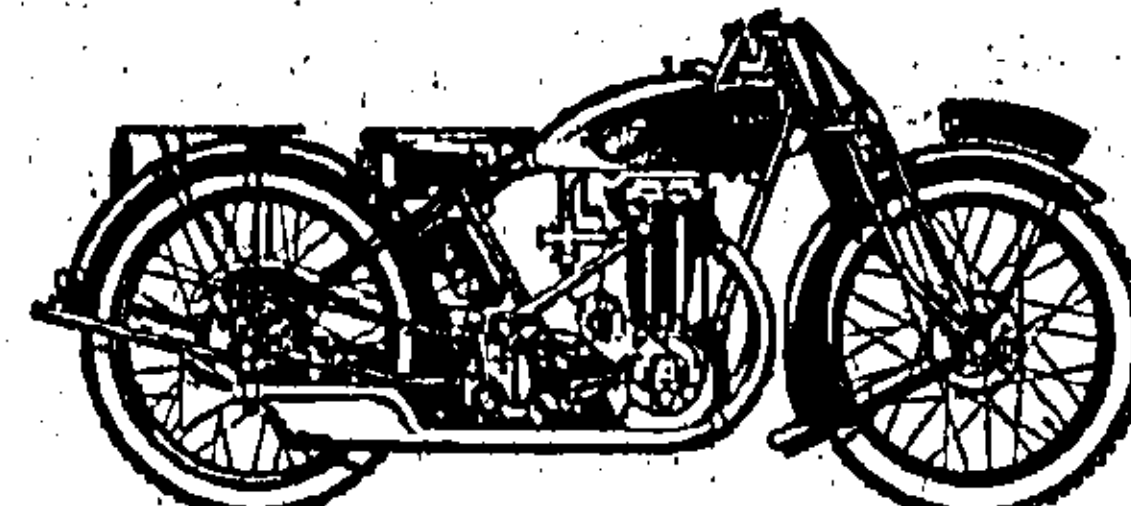
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"They represent an entirely new type of motor car, priced moderately, but offering you all the beauty and quality and performance heretofore exclusive to very expensive automobiles.

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"Naturally space precludes the full listing of all features but I do want to draw your attention to a number of the outstanding attractions such as:—

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7-bearing crankshaft with hollowed crankpins, Bijur centralized chassis lubrication, Houdaille and Lovejoy shock absorbers, Bilflex Nash bumpers and bumperettes, chrome plating over nickel for all exterior metal ware, double-drop frame, one-piece Salon fenders and longer wheelbase lengths. "I don't think anyone will ever want to use all the speed and power the engine delivers. "If my judgment is worth anything you will find it well worth while to-day to examine this new automobile development with the greatest care."

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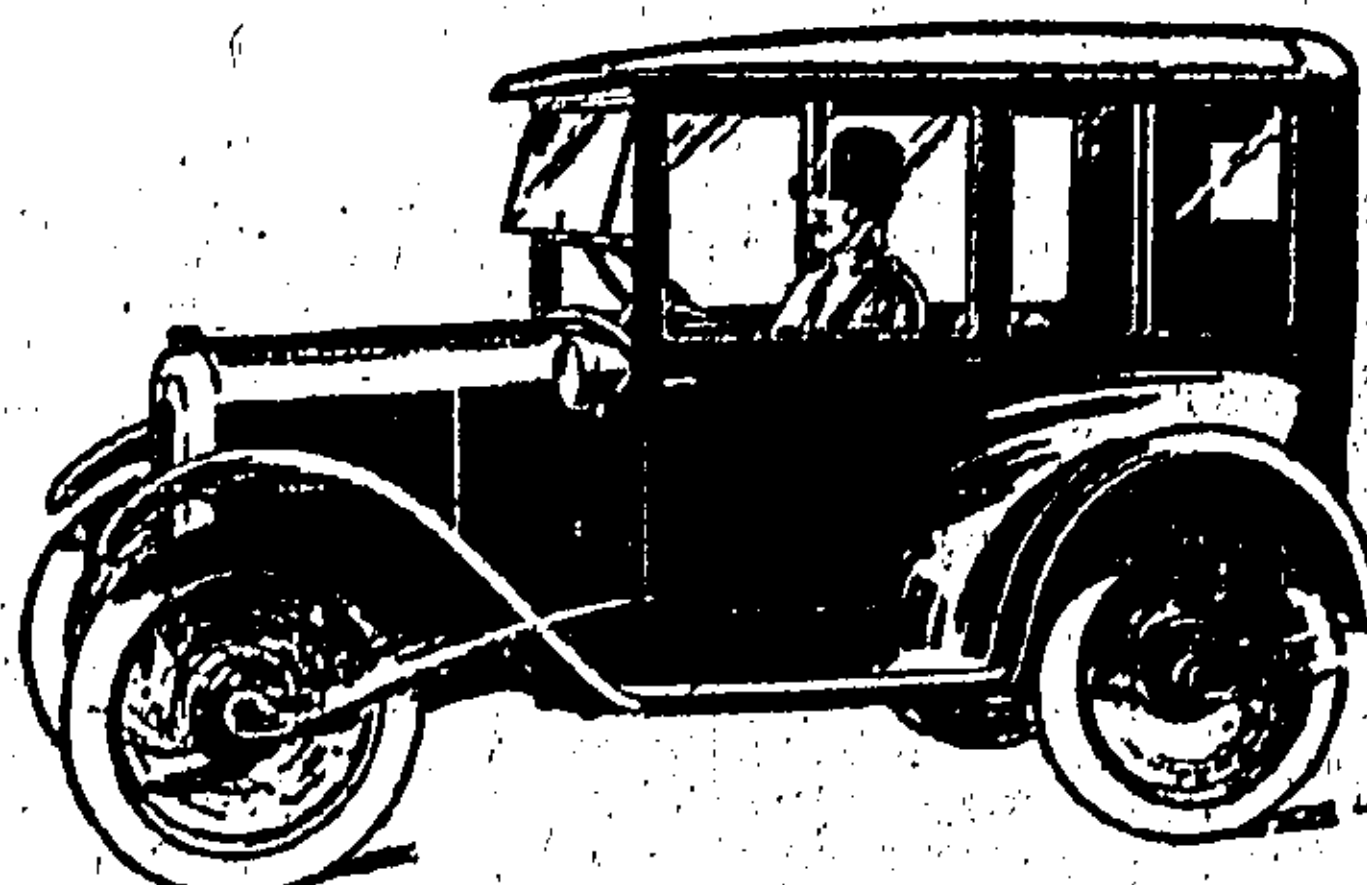
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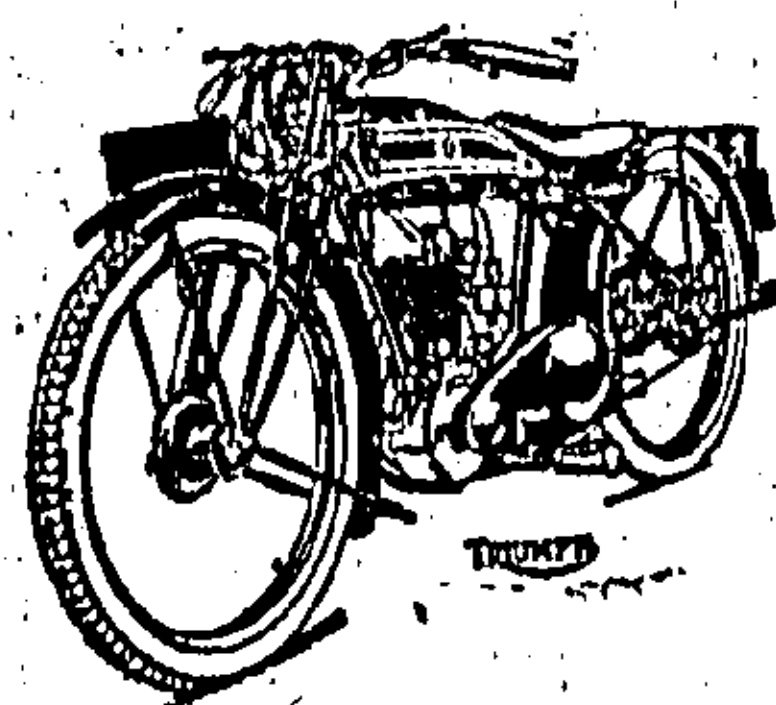
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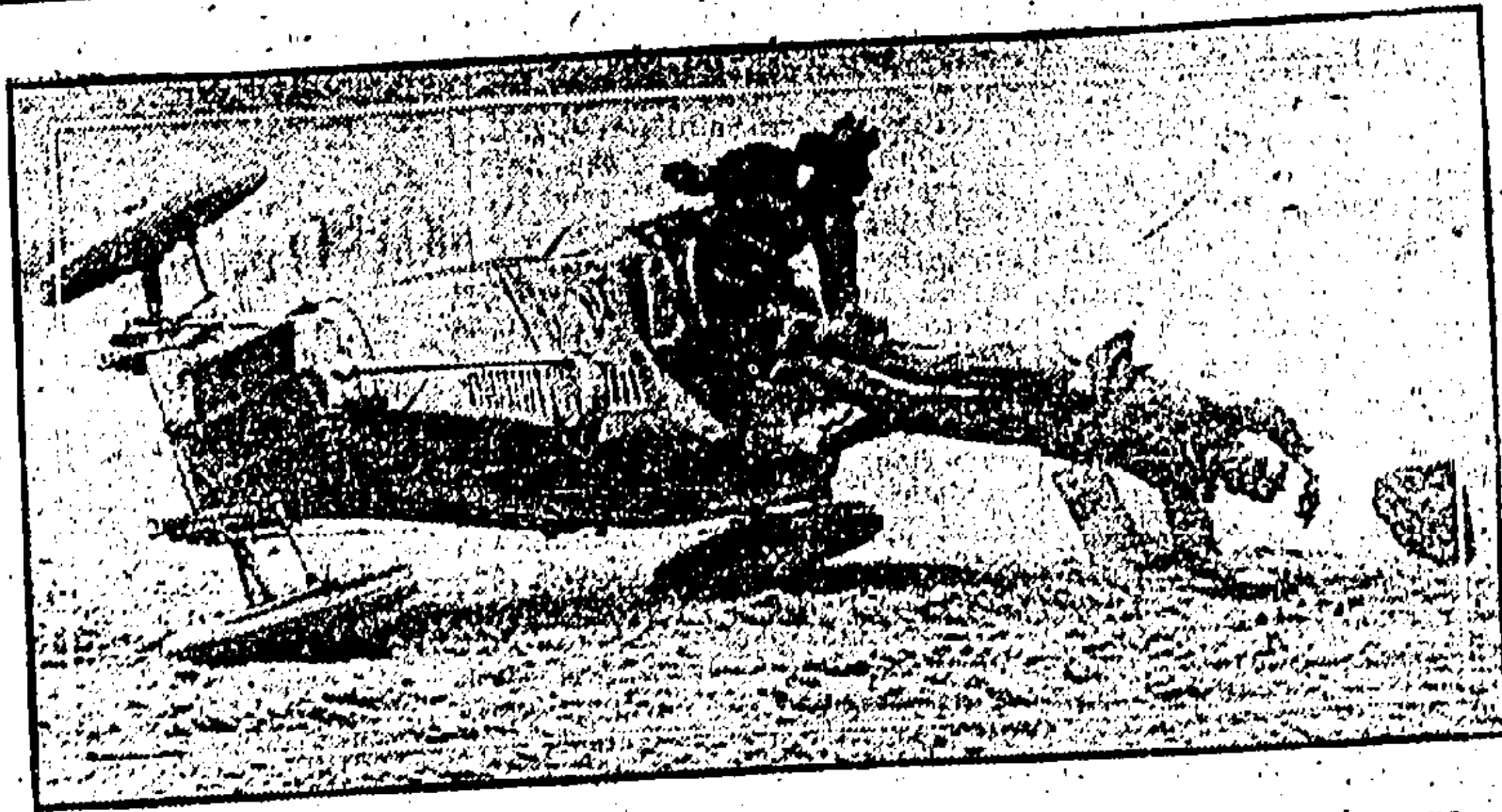
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REMARKABLE PICTURE OF TRAGEDY.



One of the most remarkable automobile racing photos ever taken is this tragic scene. It happened during a 100-mile race on the Southport Beach, England. The car, driven by Miss May Cunliffe, is shown at the moment of overturning while travelling at high speed. Miss Cunliffe's father, who was riding with her, was thrown to his death. She, still in the machine in this picture, escaped with injuries.

LOOKING MORE TO ENGINE.

How Interest Has Changed.

The motoring public is again becoming "engine conscious." After a period in which interest has centred upon automobile bodies—their design, beauty, colour, upholstery and comfort the motorist is again asking about the power plant which makes the car go.

Probably aircraft activity, which has demonstrated that the engine is the plane, is to be credited with much of the reawakened interest in engine performance.

In the air, new-stop endurance flights of 58 and 60 hours have demonstrated the brilliant progress which has been made in developing engine ability and dependability. On the highway the thousands of motorists who have made long-distance trips have seen the same improvement in automobile engines.

Passenger planes travelling at 100 miles per hour have created a new conception of the value of time, and it is generally conceded that within the next three or four years the same motorists who have just been fighting to prove the safety and reasonableness of 35 miles per hour will be travelling much faster and with greater safety than now.

These two factors have again placed the engine at the centre of interest.

Because engine performance of late years had been so supremely fine and trouble-free, the public had taken a good engine for granted and had turned its attention to other things. Now the picture is entirely changed. Public attention for many months has been riveted upon the spectacular performance of airplane engines. And in the motor cars the constant raising of the standard of sustained high speed has again drawn attention back to the power plant. The public wants to know how the results are obtained.

We have found an unusual new interest in our V-type, 90-degree engine, says the Vice-President of the Cadillac Motor Car Company, because of its similarity to the radial airplane engine which is performing so successfully. The Liberty airplane engine built for the government by a number of automobile manufacturers during the World War was a V-type; and the power plants of many of our fastest speed boats are of the same basic design.

Points of similarity between a V-type engine and a radial airplane engine include the V-type principle of cylinder location. The V-type automobile engine has a single V-angle between its two cylinder blocks. The design of the radial airplane engine is a series of "Vees" radiating in all directions from the crankshaft.

This gives the two engines certain advantages in common. The short, rugged crankshaft gives a maximum of sturdiness and maximum smoothness in operation. The resulting shortness of the engine also economizes the use of space. This economy is essential in the airplane; and in the motor car it leaves more room on the chassis for the body and so for passenger comfort.

The revolving crankshaft of an engine receives the full impact of all the power impulses. For that reason it is called the "foundation" of the engine. With these impacts delivered at a rate as high as 8,000 to 12,000 per minute, the shorter and sturdier the crankshaft can be made, the smoother and more dependable will be the flow of power and the longer will be the life of the power plant.

TRAMS REDUCE TRAFFIC.

New York Investigates.

Looking forward to double its 9,000,000 population by 1965, New York is preparing to set its traffic system in order. A special committee has spent 6 years in investigation, and has now issued a regional plan.

Main suggestions of the committee are: The construction of several belt lines of highways running in concentric circles around the metropolitan area; a series of radial highways diverging towards these; double-deck streets; more bridges over the Hudson River; car tunnels under the East River, and even across Manhattan Island; elimination of trams on main streets and substitution of buses; reduction of taxis; widening of streets; limitation of building heights in congested areas; and raising of railway crossings.

If all these were adopted, it is said, the city and suburbs within a radius of 50 miles could easily accommodate 20,000,000 people.

Ferries and lack of bridges have been the chief causes of congestion; while trams, it has been found, reduce the traffic capacity of the streets by from 20 to more than 25 per cent. Taxis, too, are said to hold up traffic, for a single bus can take care of as many passengers as 40 taxis. Though the buses numbered only 12 per cent. of vehicles on the busiest streets, they carried 64 per cent. of the passengers.

500 A WEEK.

Singer Output Grows.

The Singer Company Ltd., whose principle works for a long time were in Coventry have recently made extensive additions to their factory premises in Birmingham and production is now very rapid. The Birmingham factory is turning out over 500 cars a week, and the Coventry factory 200, making a total of 700, considered to be convincing testimony of the rapidity with which the British light car is taking its place in the world's markets.

Amongst other modern machinery, appliances and plant, the Singer Company also owns the largest Blis Press in Great Britain, which presses in one operation the chassis side members of Singer cars from sheet metal. It cost £25,000, and it is believed that only one other press of its kind so large exists, and that is owned by the Ford Company of Dearbit.

CONCESSIONS TO BRITISH MOTORISTS.

The Automobile Association states that British tourists visiting Sweden are now exempt from payment of the motor car taxes for a period of four months. Owing to the initiative of the A.A. and the various national clubs, the principle of allowing four months' exemption to British motorists has now been adopted by the Government of Spain, Holland, Belgium, Norway, Sweden and Denmark. In several of these countries the concession is already in force, in others the necessary arrangements are being made for its introduction. In all the above countries the concession is of a reciprocal nature, so that British motorists are allowed the benefit of it because the British Government has for many years granted exemption from the motor vehicle tax to all visiting motorists whose stay in Great Britain does not exceed four months. Italy has for several years granted exemption for three months. In Great Britain and Italy the exemption is not based on reciprocity.

ITALY-BRAZIL FLIGHT.

Achievement by Fiat Engine.

Turin, July 7.

The great trans-oceanic flight from Italy to Brazil is an accomplished fact. Italy, the last to enter the field of trans-Atlantic flight, can justly claim first place with this wonderful feat, undoubtedly the most spectacular ocean flight made to date.

After the many disasters that have frustrated the numerous attempts hitherto made to fly from Europe to America, an Italian aeroplane makes a single non-stop flight to Genibabu in Brazil, covering the record distance of approximately 4,720 miles in 51 hours, with a total load of 14,960 lbs. (over six and a half tons).

4,700 miles in a single flight!

Previous distances are as follows:
Lindbergh 3,614 miles
Chamberlin 3,902
Byrd 3,788
Bremen 2,111

14,960 lbs. load:—Previous

loads carried were as follows:
Lindbergh 5,027 lbs.
Chamberlin 5,236
Byrd 13,938
Bremen 8,140

51 hours continuous flight!

Previous times were as follows:
Lindbergh 33 hours
Chamberlin 43
Byrd 46
Bremen 33½

These figures show that Italy has set up three new records; these being: (a) distance flown; (b) duration of flight; and (c) load carried.

The "S.64" used for the flight was powered by a Fiat model A.22.T. 550 h.p. engine, the same engine with which last month at Rome, the same pilots beat the world's duration and distance on closed circuit records. In the space of a few days the same engine, put to a truly tremendous test, gives even more marvellous results.

With their aero engines A.S.3. and A.22.T. the Fiat now hold the principal world's aviation records, i.e., for the highest speed, for the longest duration, for the greatest distance; and have made possible the flight from Italy to Brazil without an intermediate stop, the greatest aeronautical feat so far performed.

TO REMOVE DENTS.

One of the best ways to remove dents on a polished metal fender or body is to cover the head of an ordinary hammer with a rubber eraser tip. The work can be accomplished without any danger of marring the finish.



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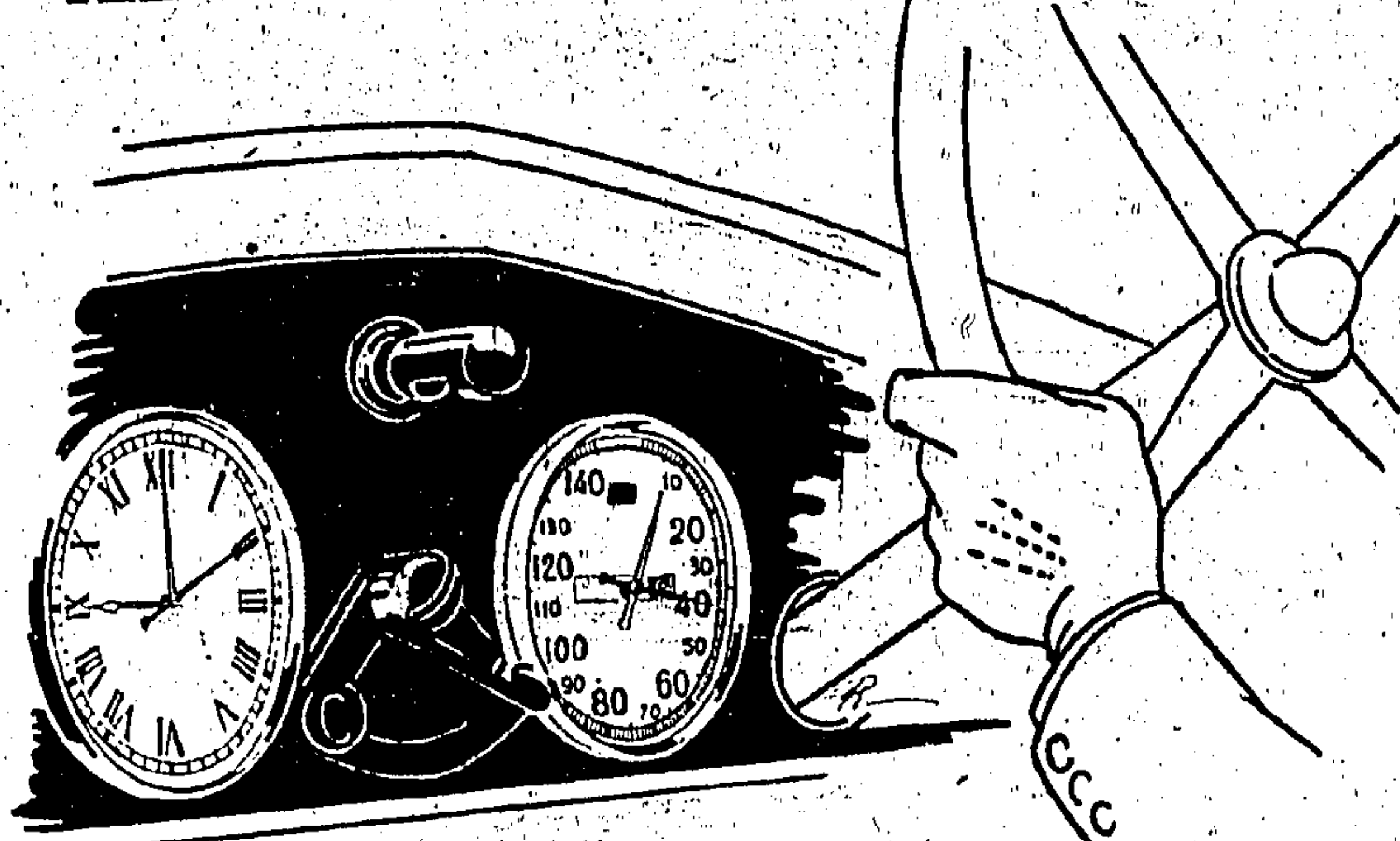
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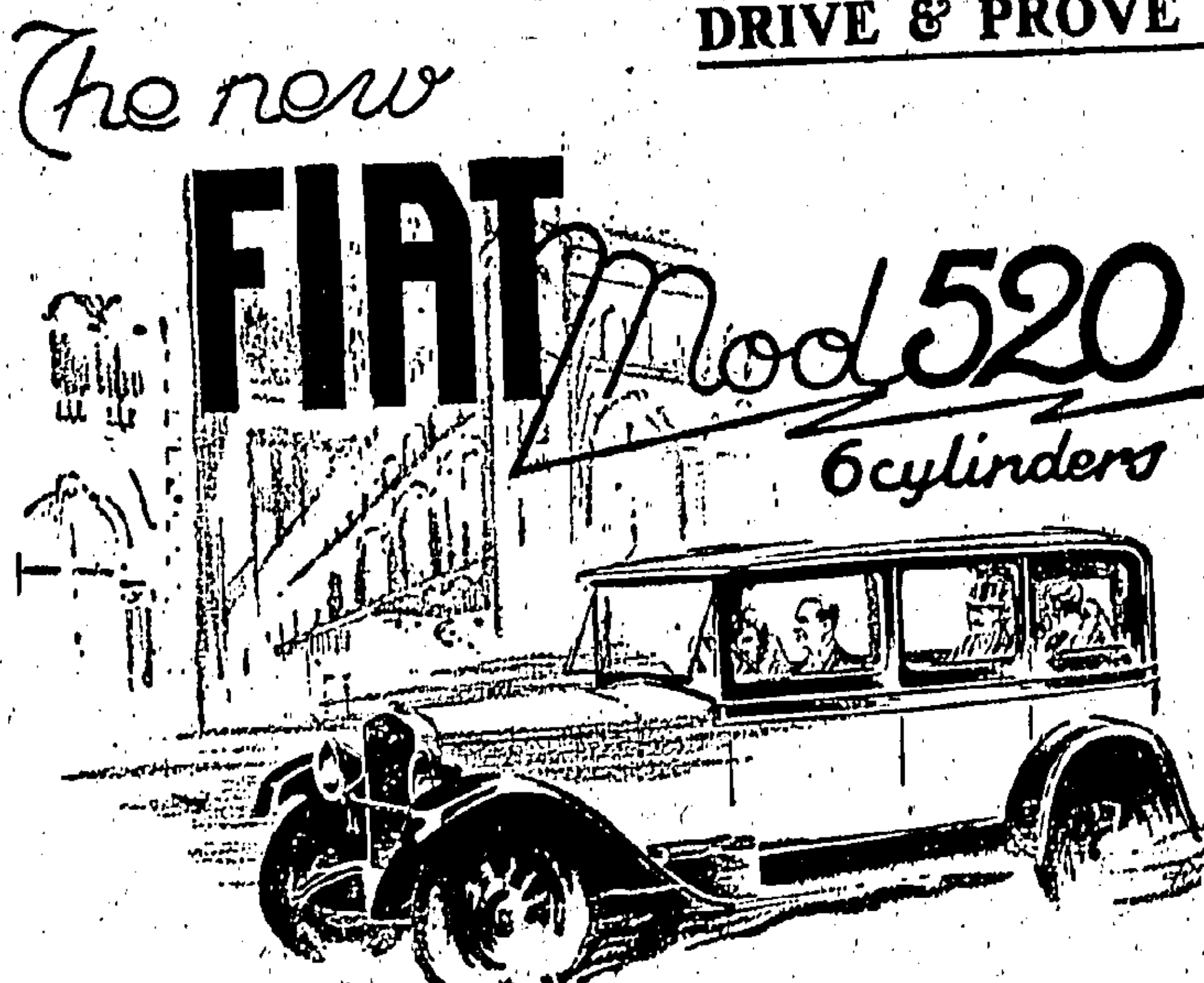
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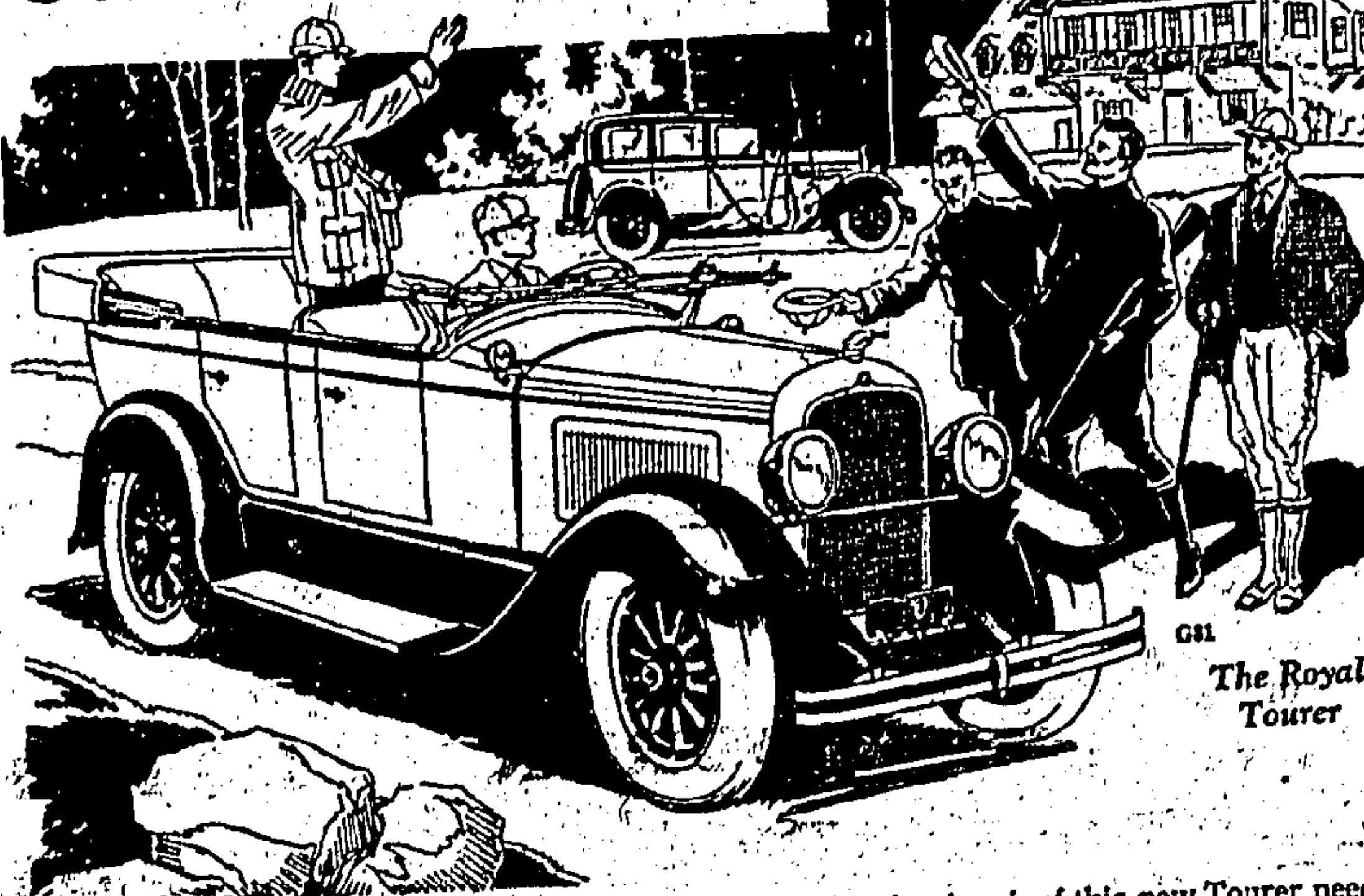


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NEW Royal Tourer by STUDEBAKER



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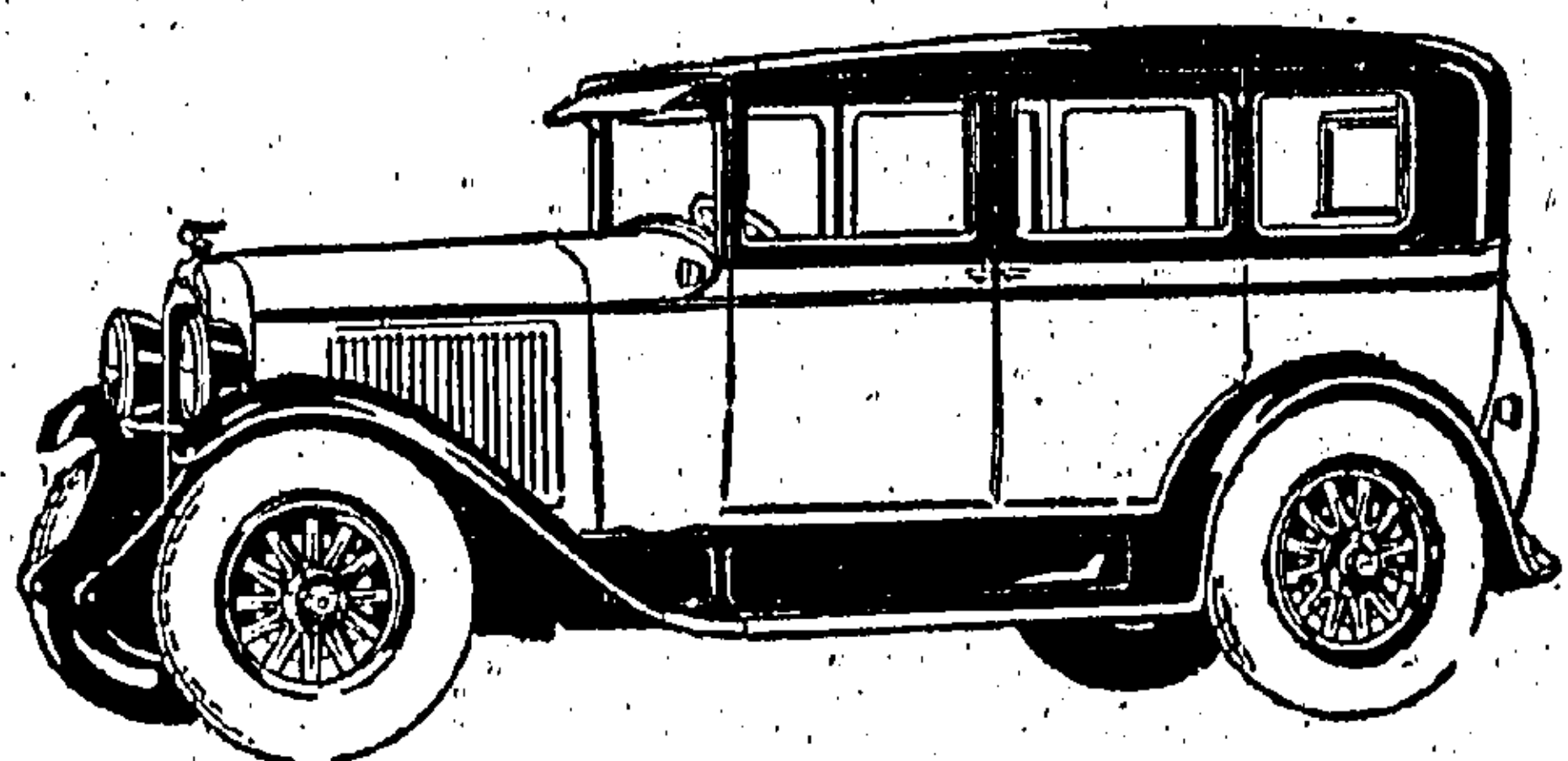
STUDEBAKER presents an entirely new Royal Tourer—a moderately priced tourer that offers you the performance thrill of a costly super-sports model. During official tests a fully equipped Director sedan raced 24 hours at better than a mile-a-minute average speed! Proof of Studebaker's engineering genius is

that the chassis of this new Tourer needs greasing and oil needs changing only once every 2500 miles! You may drive it 40 m.p.h. the day you buy it—65 m.p.h. later! This new Royal Tourer, either five or seven seater, is an eager-to-go thoroughbred. Studebaker backs it with a one-year warranty.

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NEW SERIES

PONTIAC SIX

Many times on many highways you will glimpse the red Indian head that identifies a Pontiac Six from the rear. Sometime you will find a man at the wheel who shows that he's headed for distant points. Follow him hour after hour all day long. Follow him, that is, if your car will stand the pace.

You will see the Pontiac Six reeling off the miles, topping the hills with ease, sprinting past car after car. And if you could have it checked, from radiator to tail-light, at its destination, you would find it none the worse for hard driving, no matter how strenuous the trip.

The Pontiac Six is built for just such a test as that. That's why, it's often seen on the road—but very seldom passed!

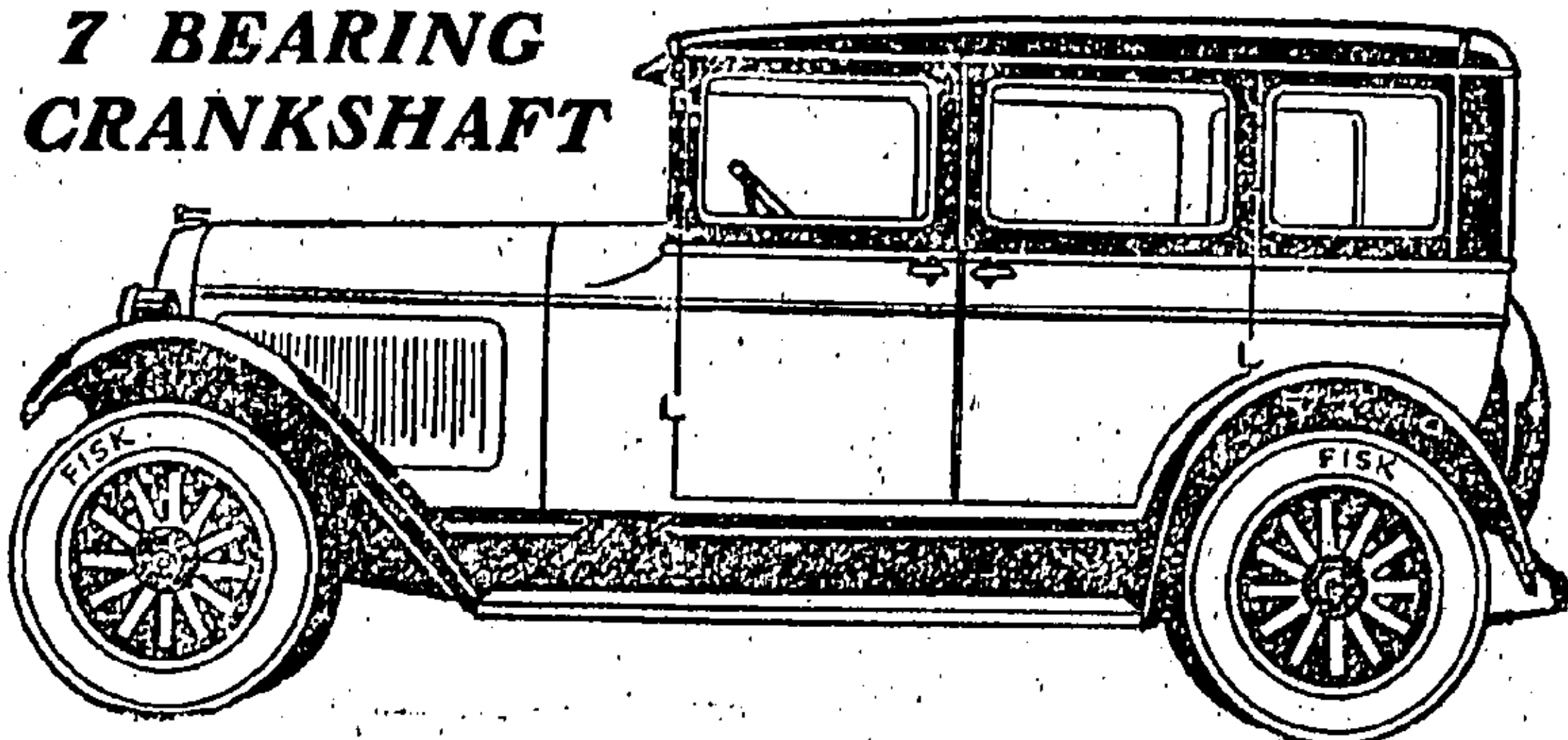
May we have the pleasure of demonstrating these fine cars to you?

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LOWEST PRICED SIX.7 BEARING
CRANKSHAFT

Full Force-feed
Lubrication.
Silent Timing
Chain.

Invar-Strut Pistons.
4 Wheel Brakes.
Air Cleaner.
Thermostat.

23-4 h.p. develops 43 h.p.

TOURER H.K. \$1,950

4 Door Sedan H.K. \$2,350

THE "WHIPPET"
NEW SIX.GILMAN & CO., LTD.
Distributors.DURO MOTOR CO., LTD.
Kowloon.
Service.MOTOR RACING
REVIVAL.

Boom in Sports Cars at Home.

At the commencement of this year it looked as if motor racing was definitely doomed. Firm after firm, famous for their exploits on the track for years, declared their intention of retiring from the sport, and not spending any more money on what was thought to be a costly form of advertising.

To everyone's surprise, however, this year, up to the present, has probably been the most successful in the history of automobile racing, and the public everywhere has taken more interest in the game than ever before. To such an extent has this been the case, that many car manufacturing firms have realised the error of their ways, and are to resume building racing cars so that next year there should be an unprecedented number of competing vehicles in the field.

I think, for this, we have to thank the race for the standard sports car, which started from such humble beginnings, and which has spread so rapidly. It is curious that the home of the racing car, pure and simple, namely, France, promoted at Le Mans six years ago the first of these events for standard sports cars. Then came the Essex six-hours' event, and finally, the organisation of the Ulster T.T., which will take place in August.

These races differed from the old type event in that they interested people not as sportsmen only, but as private car owners, and touched them on their most sensitive point, their pride. Motorists everywhere deny that they ever buy a car for speed, and yet wherever motorists are gathered together there will be talk of speed. These races for standard sports cars appeal to an entirely new circle of people. All the cars competing can be bought and used by any one, and the owners, therefore, have an almost personal interest in the events. The result has been that many people who previously would not have gone a mile out of their way to see a car race, now turn up in force, and, having got the habit it is more than probable that they will ultimately become regular racers.

The evolution of motor-car racing makes an interesting study. In the beginning the contests were held from point to point. In the early days of the present century such races were run in straight lines over the ordinary roads of Europe. There was the famous Paris-Bordeaux and the Paris-Berlin race to mention only two.

Gradually, however, the circuit system was adopted, these circuits varying from as much as 5 miles round to only a few kilometres. Cars in their turn became more specialised until, in 1927 the high water mark was reached, and the cars actually competing were costly specialised vehicles built only for racing purposes. It was at the close of last year that the firms concerned decided that the great quantity of money expended in building these cars was not worth while, and they retired from the field, leaving racing to the enthusiastic amateurs.

One Make Only.

Lately another very interesting tendency has emerged. Recently at Le Mans a race was held called the Grand Prix Bugatti, and confined to Bugatti cars. Now it might well be asked where the interest lay in a race for the same make of car, but as a matter of fact this type of race tapped the same type of public as is interested in the standard sports car events. It was open to all owners of Bugatti cars, a professional could be appointed to drive or the owner could take the wheel, and the event achieved a very large entry list and aroused great interest. One famous English driver was represented; he was Dr. Benjamin, who has so often competed successfully on Bentleys on that particular course, and he secured fifth place out of a very large field.

The cars were not allowed to be tuned at the Bugatti works, and the owners had to do their own preparation. The idea originated with Mr. Ettore Bugatti himself, who produces, of course, several types of cars, and those competing were divided into various classes. The result is that in France a group of amateur enthusiasts has arisen who keep a "stable" or rather "garage" of several types of racing car, which they either race themselves or employ professional drivers to race, and by this means are bringing about a state of affairs very similar to that in horse racing.

It may well be that this will spread to England, as, in spite of a certain amount of official obstruction, motor manufacturers are realising that these events do create great enthusiasm among owners and reflect great credit on the successful firms. It is therefore to be hoped that not only in this country but all over the world we shall see a healthy revival in the sport.

INDUSTRIAL
PULPIT.

Minister and Motor Executive.

A Presbyterian minister—Dr. C. A. Lippincott—is one of the most interesting of the executives at the Studebaker Corporation's American headquarters. To use his own words, he has transferred his sphere of activities "from the House of God to the house of man." His job is to handle the Co-operative Department, which presents some intricate and intimate problems.

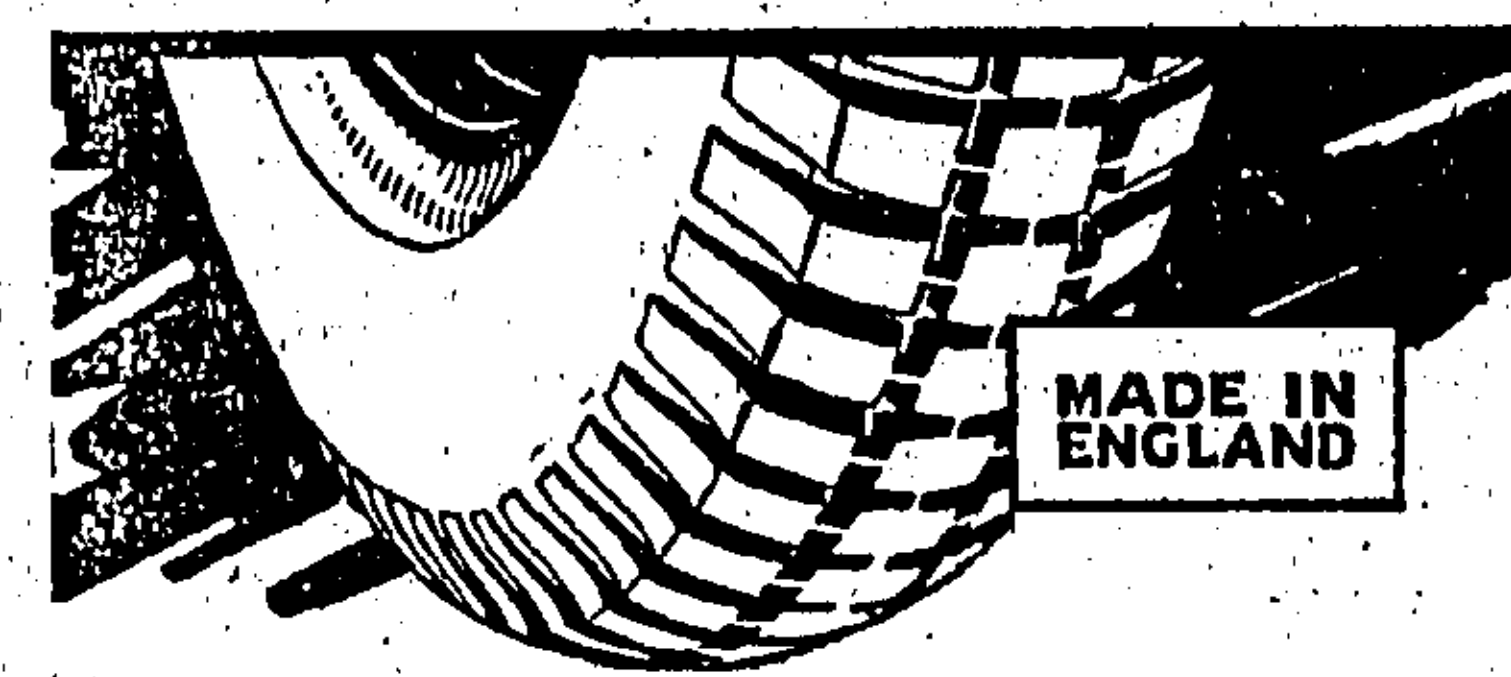
One hour he may be holding a "court of domestic relations" in which a wife has charged her husband, a Studebaker employee. It is Dr. Lippincott's job to find out for her why the pay envelope has not been reaching her intact; to admonish, if necessary, and, at all events, to straighten out the position. Ten minutes later he is pointing out to a furniture firm that they must not take away a sick employee's furniture because an instalment is overdue, and he backs it up with the necessary funds drawn from the Corporation.

In short, he brings the spirit of Christianity into the complex situations of industrial life.

Since 1919, under his guidance, the Co-operative Department has grown to such strength that wages are generally higher than in similar institutions; employees receiving under \$300 a year, and being continuously employed for 20 years with Studebaker, get a pension of 25 per cent. on reaching 65 years of age. Stock may be purchased by employees, while the Co-operative Department assists in the promotion of all recreational programmes, and has formed glee clubs, orchestras, and such organisations of employees. As the department also assists employees to buy their own homes, labour troubles are comparatively unknown.

PERMANENT DRIVING
LICENCES.

The annual driving licence has been replaced in Ceylon by a certificate of competency, which will remain in force until cancelled by a Court of Law.

Greater safety-longer mileage
on DUNLOPMONET-GOYON MOTOR CYCLES
SUCCESSSES INCREASE AGAIN AND AGAIN!

Recent Victories of M.G. 175 C.M.C.
FRENCH TOURIST TROPHY (2964.800 KM.)
1st and 2nd.

LYON GRAND PRIX M.C.
1st and 2nd.

GRAND PRIX OF THE LIMONEST
1st, 2nd, and 3rd.

THE FOREZ RUN (1,100 KM.)
1st, 2nd, 3rd and 4th.

MARSEILLES GRAND PRIX.
1st won on M.G. machine.

AND HOLDER OF NUMEROUS WORLD'S RECORDS.

Models fitted with two most famous engines—the M.A.G. 4-stroke and the VILLIERS 2-stroke.

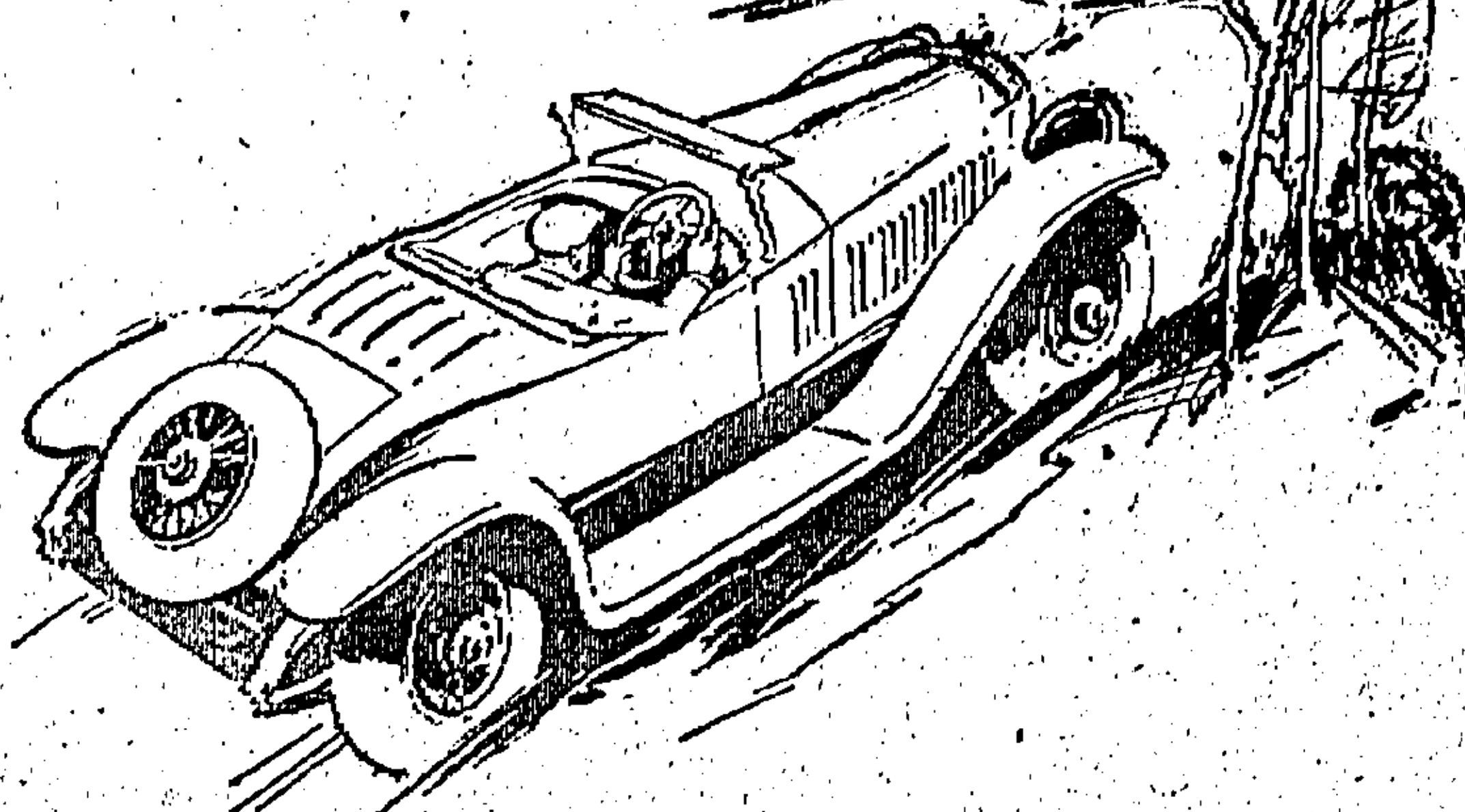
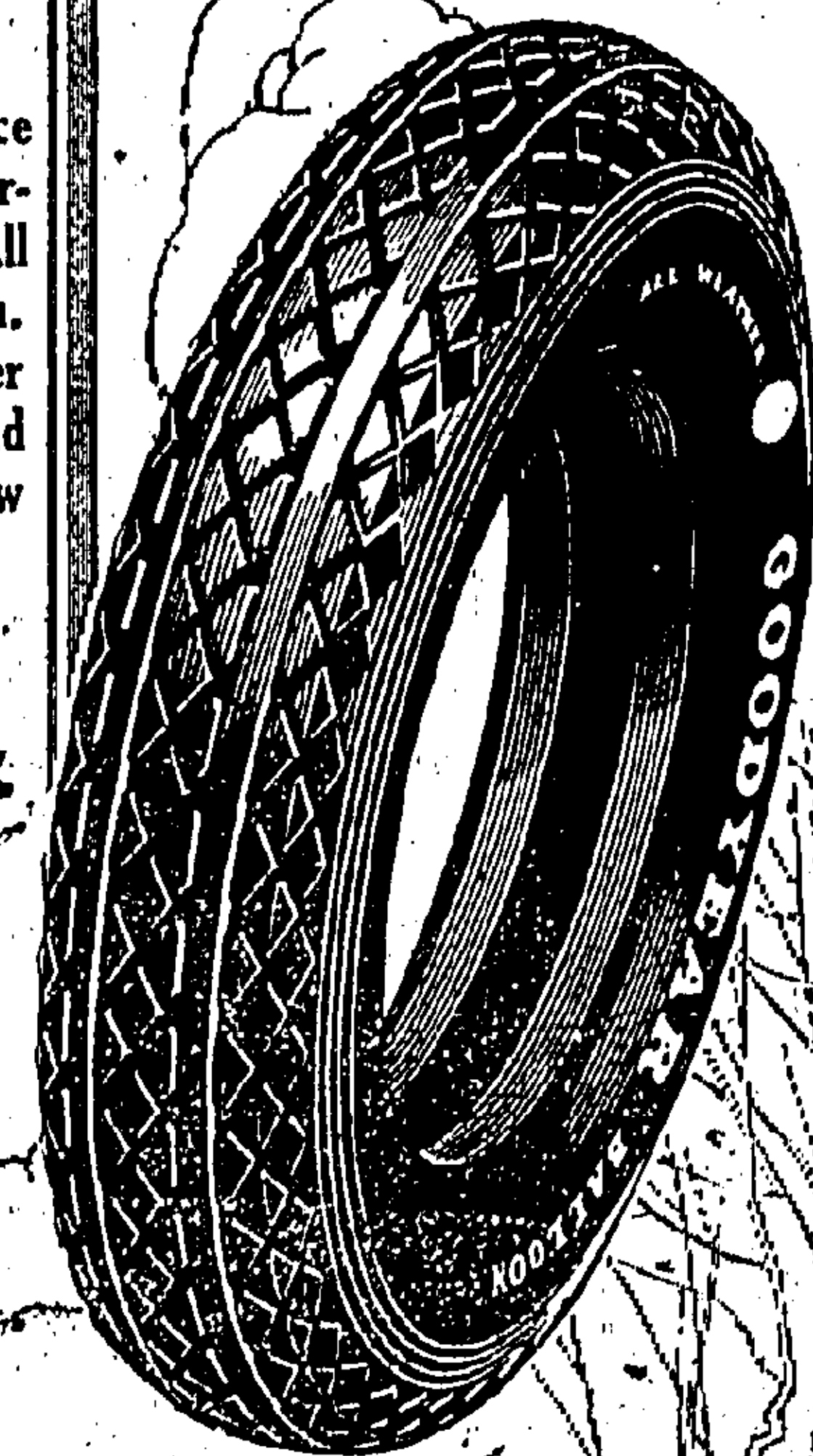
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STUDEBAKER

PLEASURE CARS

HONG KONG DELIVERED PRICES.

ERSKINE SIX.

R.A.C. Horse-Power Rating 18.14.
Brake Horse-Power 43 at 3,000 Revolutions.
Piston Displacement 160.37 Cubic Inch. Wheel-Base 109 inches.
Speed 62 M.P.H.

Model.	Pass.	Net Weight	F.O.B. Factory Price	Extra	Packing & Shipping Delivery	Hong Kong Price
Tourer	5-pass.	2,425 lbs.	G\$ 835	G\$103	G\$210	G\$1,150
Cabriolet	2-pass.	2,370 lbs.	845	130	205	1,240
Roadster	4-pass.	2,405 lbs.	965	75	210	1,250
Club Sedan	5-pass.	2,462 lbs.	860	130	205	1,235
Sedan Regular	5-pass.	2,537 lbs.	945	130	205	1,340
Sedan Royal	5-pass.	2,545 lbs.	1,045	100	205	1,410

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 70 at 2,800 Revolutions.
Piston Displacement 241.6 Cubic Inch. Wheel-Base 113 inches.
Speed 65 M.P.H.

Duplex Tourer	5-pass.	3,075 lbs.	G\$1,195	G\$110	G\$275	G\$1,580
Tourer Royal	5-pass.	3,020 lbs.	1,265	110	275	1,650
Roadster Royal	4-pass.	2,990 lbs.	1,245	145	275	1,665
Club Sedan	5-pass.	3,140 lbs.	1,185	145	340	1,670
Coupe	2-pass.	3,075 lbs.	1,195	145	340	1,680
Tourer Royal	7-pass.	3,040 lbs.	1,325	110	275	1,710
Sedan Regular	5-pass.	3,250 lbs.	1,265	145	340	1,750
Coupe Royal	4-pass.	3,130 lbs.	1,295	145	340	1,780
Berline	5-pass.	3,280 lbs.	1,315	145	340	1,800
Victoria Royal	5-pass.	3,140 lbs.	1,345	175	340	1,830
Sedan Royal	5-pass.	3,280 lbs.	1,395	110	345	1,850
Berline Royal	5-pass.	3,370 lbs.	1,465	110	345	1,920

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 354.8 Cubic Inch. Wheel-Base 120 inches.
Speed 72 M.P.H.

Club Sedan	5-pass.	3,520 lbs.	G\$1,435	G\$145	G\$380	G\$1,960
Cabriolet or Royal	4-pass.	3,328 lbs.	1,595	105	300	2,000
Victoria	5-pass.	3,488 lbs.	1,495	145	380	2,020
Sedan	5-pass.	3,548 lbs.	1,495	145	380	2,020
Berline	5-pass.	3,600 lbs.	1,575	145	380	2,100
Victoria Royal	5-pass.	3,518 lbs.	1,625	145	380	2,150
Cabriolet Royal	5-pass.	3,425 lbs.	1,625	145	380	2,150
Sedan Royal	5-pass.	3,613 lbs.	1,665	145	380	2,190
Berline Royal	5-pass.	3,665 lbs.	1,705	145	380	2,230

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.15.
Brake Horse-Power 100 at 2,800 Revolutions.
Piston Displacement 343 Cubic Inch. Wheel-Base 131 inches.
Speed 80 M.P.H.

Cabriolet State	5-pass.	3,980 lbs.	G\$2,250	G\$ 50	G\$420	G\$2,720
Sedan State	5-pass.	4,171 lbs.	2,250	50	420	2,720
Sedan State	7-pass.	4,236 lbs.	2,350	50	420	2,820
Berline State	5-pass.	4,220 lbs.	2,350	50	420	2,830
Tourer State	7-pass.	3,956 lbs.	2,485	—	340	2,825
Berline State	7-pass.	4,286 lbs.	2,450	50	420	2,920
Limousine	7-pass.	4,306 lbs.	2,450	50	420	2,920

Hong Kong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid and Tourists Trunk.

Equipment and Price subject to change without notice.

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HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

KEEP THE BATTERY "WATERED"

Water is lost from batteries by natural evaporation, especially when the cells are hotter than the outside air and also by decomposition into its constituent gases, when current continues to be passed fully charged. These losses are normal, do not involve the escape of acid and are compensated for by the periodical addition of distilled water to the cells. They are relatively small in cold weather, because of the low temperatures prevailing, the low capacity of cold air for water vapour and the slight likelihood of batteries being overcharged, because of the heavy draft made upon them by long light hours and the infrequency of long periods of charging. The batteries of many lightly used cars go for many weeks at a time in the winter without requiring water, but the story is very different in warm weather, for both evaporation and the probability of protracted overcharging are then greatly increased. Keeping the cells filled with liquid, so that its level is always somewhat above the tops of the plates, is the fundamental requirement in battery maintenance and considerable vigilance is needed to fulfil it in hot weather, especially if a car is used a great deal. The battery of a car that is used freely should be inspected every few days as to its water supply, during summer weather, and distilled water added if necessary, while a car that is in service all day, as in making a long trip or in touring, should have its battery water checked up each night. If the call for water to keep cells filled becomes very excessive, as the result of very long and frequent daylight runs, it can be reduced by burning the headlights all day or by stopping at an electrical service station and having the charging current supplied by the generator reduced. In case a battery is found very hot at the end of a long run, one or both of these remedies should be

applied, as overheating will in time ruin it. Question.—Why is it, when I push the starter of my car, that the engine fails to turn over? The battery is good and the pedal seems all right. Answer: If the starter motor does not run, any of the following defects may be present: Imperfect connexion of the starter cable of the battery to ground. Poor connexions of cables to the starter-switch. Starter-switch contacts dirty, corroded or disarranged. Brushes of starter motor out of contact with its commutator or commutator very dirty or rough. Trouble in the starter motor itself. If the motor runs, but does not turn the engine, the difficulty probably is that the pinion does not travel along its shaft and engage the fly wheel gear, which is usually due to dirt or grease on the threads of the shaft sleeve. Cleaning it with kerosene is the remedy. See that all electrical connexions are tight and clean. We are assuming that you are correct in thinking that the battery is O. K. Question. Recently, the clutch of my car began giving trouble, by slipping during sudden acceleration and failing to release fully. When I came to wash the clutch-case out and refill it with lubricant, according to directions, I found it "chuck" full of transmission compound. How did this find its way in and how can its entrance be prevented? Answer: The transmission compound must have escaped from the transmission past the bearing and felt washer on the clutch shaft and followed along this shaft into the clutch housing. Presumably you need a new felt washer at this front bearing of the transmission. Too much lubricant in the transmission-case sometimes tends to make it escape. The level should not be higher than the plugged test opening in the side of the housing.

FIRST OFFENDER MOTORISTS.

Scotland Yard's Concession.

It has just been announced at Home that the Metropolitan Police are to adopt a new policy with the first offender motorist. If the motorist's fault is a trivial one, and in the opinion of the Commissioner of Police not serious, he will merely receive a warning instead of being brought before a Magistrate.

This only applies to a first offence, and that of a minor character. As pointed out by an authority at Scotland Yard, it is not a new principle, but the wide extension of a policy adopted two or three years ago. It was hoped that it would ease the work of the Magistrates, save police time, and not adversely affect their relations with the public.

Minor offences are described as trivial cases of exceeding the speed limit; back lamps not alight; forgetting to carry driving licences; number plates not of correct dimensions or inadvertently obscured by mud; and in some cases obstruction.

Avoiding Friction.

Major Stenson Coke, the Secretary of the Automobile Association, in an interview, said that this was a genuine attempt by the police to keep the law-abiding motorist out of the police courts. There had been a good deal of friction in the past over the harrasing of motorists for petty offences, and from time to time the A.A. had raised the question of the unreasonableness of this. Some years ago the matter had been brought before the Departmental Committee which was appointed to investigate the laws with relation to road traffic. He thought it was a real move in the right direction, and hoped that motorists would take the first warning to heart and help the police in the matter.

Commander Armstrong, Secretary of the Royal Automobile Club, remarked that it was a very good thing, as it might relieve some of the congestion at the police courts. The idea was good, though it was not altogether novel, as similar efforts had been made in various parts of the country.

Home Secretary's Views.

Sir William Joynson-Hicks, the Home Secretary, made some interesting remarks at the luncheon at the Savoy Hotel after the annual general meeting of the Automobile Association, on the relationship between the public and the police, particularly with regard to the new decision by Scotland Yard of warn-

ing motorists instead of prosecuting first offenders in certain cases. He said that the new arrangement was part of the policy that had been pursued in the Government of the country to try and reduce the number of crimes.

The had enormously reduced the criminal population by the simple expedient of giving time to every person who was convicted in order that he might pay his fine without having to do "time."

Why should they not extend the policy to the large number of cases where the offence was very largely a technical one? They came to the conclusion at Scotland Yard and at the Home Office that they might, for the system of summonses, introduced a cautionary measure so far as motorists were concerned.

A system of that kind would go a long way to restoring the original friendship between a great section of the community and the police. Unless the police force remained the friend of the people the government and management of our large population would be almost impossible.

Petrol and Patriotism.

Sir William, referring to the petrol tax said that he regarded a patriotic motorist as one who said that he did not like the tax but realised the position of affairs in this country, and the difficulties of unemployment, and that, however much he disliked the present form of taxation, he would be sufficiently patriotic and loyal to the Government of the day to subordinate his own personal feelings.

At the meeting of the Association, Mr. Charles McWhirter, who presided, said that the increase of membership during the past year was 38,705, and the total membership to-day was 387,346. The numbers of letters received and callers interviewed during the year totalled nearly 2,000,000.

Referring to the horse power tax, he said that it had prevented us from increasing our overseas trade, because it defined the kind of engine that had to be manufactured, and that type was absolutely unsuited to the Colonial market.

Dr. Jackson Wolfe referred to the intimidation of the Commissioner of Police that after a caution notice, if the motorist offended again, the Court would be told of the previous caution.

The Chairman said that they would naturally object to a caution being referred to in evidence in any case in court.

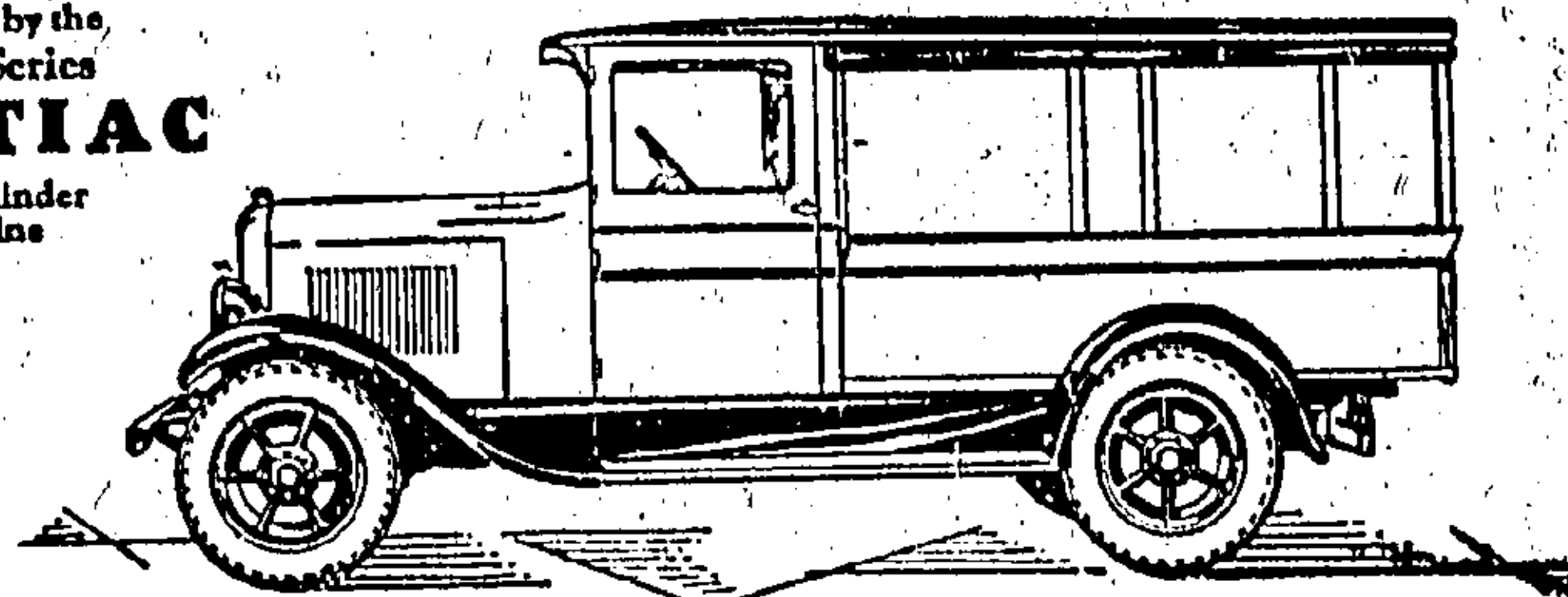
NEW TYPE "LIGHTHOUSE."

A new type of road "lighthouse" is being tried in Southport. This device gives alternate red and white flashes by means of a revolving cylinder, and also shows a light on the traffic police on duty.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS

Chassis
\$745
powered by the
New Series
PONTIAC
Six Cylinder
Engines



The
Lowest Priced 6-cylinder Truck
of 2000 pounds pay load capacity

Powered by the New Series Pontiac engine. Four-wheel brakes. Four speed transmission. A sturdy truck—modern in performance and appearance. Be sure to see it—another extraordinary value made possible by the resources of this great organization! Offered with a factory built body for every haulage purpose.

3 Great Series

Powered by the
PONTIAC

Six Cylinder Engine
1000 lb. chassis - \$585
With Screen Body - \$760
With Panel Body - \$770
2000 lb. chassis - \$745

Powered by the
BUICK

Six Cylinder Engine
Chassis Prices
One Ton - \$1095
One and one-half ton - \$1185
Two Ton - \$1950
(excludes tire)
With gear drive
Two Ton - \$2050
(excludes tire)

Powered by the
BIG BRUTE

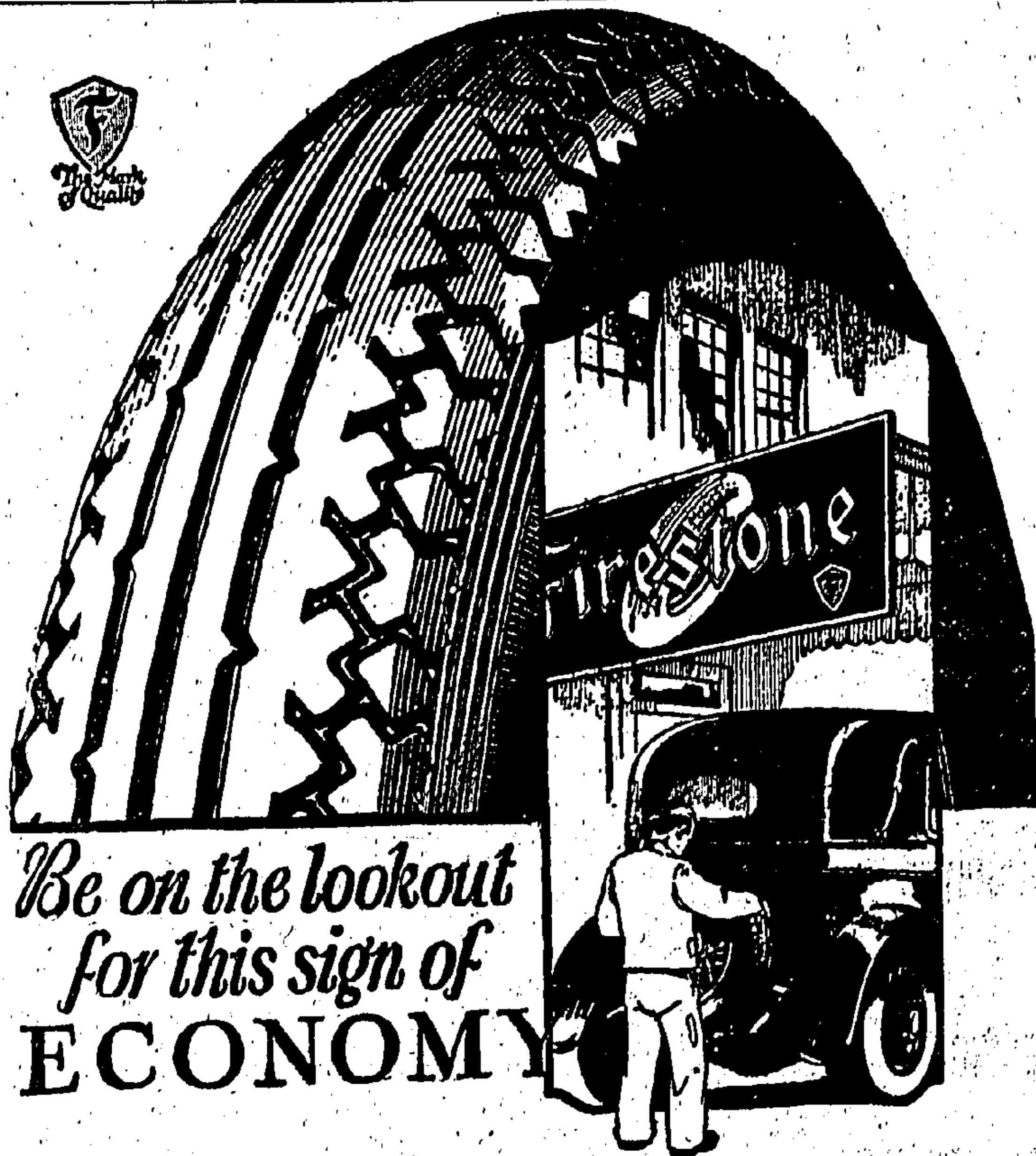
Heavy Duty
Engine
2 1/2 tons to 15 tons capacity
prices ranging from
\$3690 to \$5820

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ECONOMY

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PLEA OF DIPLOMATIC IMMUNITY.

CLAIM AGAINST GERMAN EMBASSY OFFICIAL.

The House of Lords has allowed the appeal of Herr Hermann Gustav Constantine Engelke, who claimed that, being in the service of the German Ambassador, he was entitled to exemption from a suit for arrears of rent.

The original suit was brought by Mr. Ernest Otto Paul Musmann to recover £524 6s. Herr Engelke took out a summons asking that the proceedings be set aside on the ground that he was Consul Secretary on the staff of the German Embassy in London, and that his name appeared in the Diplomatic List issued by the Foreign Office.

Mr. Justice Shearman made an order that Herr Engelke should attend for cross-examination on his affidavit relating to his claim to diplomatic immunity. When the case was before the Court of Appeal the Attorney-General, on behalf of the Foreign Office, stated that Herr Engelke had been appointed a member of the staff of the German Ambassador and had been received in that capacity by the British Government.

By a majority the Court of Appeal dismissed the contention that that information was conclusive.

Lord Buckmaster, moving that the appeal should be allowed, said that when a statement had been made by the Crown, speaking through the Attorney-General, that a particular person at the critical moment was qualified to be on the list, it was difficult to see how it could be questioned, without the introduction of proceedings which, in the person of the Ambassador himself and equally of his wife and family and staff, it would be undesirable to institute.

The Privilege.

It was, of course, obvious that the privilege claim had serious results, as it excluded from their remedies in the Courts the people with whom members of the Ambassador's staff might have incurred obligations, and it was possible that it was open to abuse.

But it would indeed be unfortunate if, after recognition had been afforded by His Majesty through the Foreign Office to people so holding such posts on the Ambassadorial staff as entitled them to the privilege, and a statement as to their position had been afforded on behalf of the Crown, through the Attorney-General, it was to be disregarded by the Judiciary, for in such circumstances the ensuing contest could not possibly inure to the public good.

Viscount Dunedin, and Lords Phillimore, Blanesburgh, and Warrington of Clyffe concurred, and the appeal was allowed.

GERMANY'S VIEW OF THE MARNE.

"TRAGEDY" OF COMPLETE MISUNDERSTANDING.

Berlin, July 18.

To all that has been written on the Battle of the Marne is now added an account, in four volumes, of Germany's official history of the battle. It may be taken to express fully and finally the German point of view.

In the summing up, the German command is criticised with frankness. The saddest characteristic of the whole "tragedy," the writer finds, is that one can describe the entire battle without so much as mentioning the Supreme Command. The responsibility for defeat is unburdened on to the shoulders of the Second Army commander, General von Bulow, who conducted the battle not as a strategist, but as a mere tactician.

For von Kluck, the First Army commander, and Baron von Hausen, the Third Army commander, the writer has high praise.

Coming to the trials of September 9, he describes how, while the Guards Corps commander was thinking of nothing but the victory which he saw approaching on his front, General von Bulow was bent on retreating from an enemy who proved not to be there. General von Bulow had ordered the Guards Corps to attack Seizanne with all energy.

General Misunderstanding.

"The troops thought that this was the signal for a decisive victory. They redoubled their efforts; the defeat of the enemy was becoming ever more pronounced. Little did they imagine that all their heroism was a cover for a withdrawal."

The writer expresses astonishment that in an age of wire and wireless, of automobile and aeroplane, no sort of consultation between the First and Second Armies was even attempted.

"Only when the order to retreat had been given and the fact communicated to the First Army was the question raised as to the position of that army—three days late as it was."

"It was the same with the Third Army, to whom General von Bulow did not even communicate his decision to retreat. Not till 1.30 in the afternoon did the Third Army commander hear of this decision—by intercepting a wireless message from the Second to the First Army."

THE ADVERTISING OF CHRISTIANITY.

WHAT IS BEING DONE IN JAPAN.

Half of Japan's population of 84 millions is still rural, and according to a recent enquiry 90 per cent. of this farmer population lives in districts in which at present there is no Christian church. These farmers, like the rest of Japan's people, may be taken as being 100 per cent. illiterate.

"These facts decided me in starting newspaper evangelisation in Japan," said the Rev. W. H. Murray Walton, of the Church Missionary Society in Japan, who has developed an unusual piece of missionary work through the use of the Press. Mr. Walton, who was formerly a study secretary of the C.M.S. in London, and a curate at Christ Church, Beckenham, has just gone home on furlough.

Mr. Walton did not make the mistake of asking editors for free publicity. He took advertisement space, and used it for short, well-written statements about Christianity.

"Since the earthquake we have concentrated mostly on the great national papers of Japan, like the Tokyo Nichi-Nichi, with a circulation of 700,000 in all parts of Japan, but we have also used smaller papers with great success. We take a small advertisement space with room for thirty lines 1½ inches wide. Here we print a brief article, if possible related to some topical happening, and at the end offer to send interested readers some literature about Christianity.

Religion by Correspondence.

"In less than three years we have had 17,000 applications for literature, each article producing on an average about a hundred requests. Each applicant gets some literature, according to his special needs, on subjects like 'The Social Appeal of Christianity,' 'Christianity and the National Life,' 'The Bible,' and, if he wishes to pursue his enquiries further, he may become a member of the New Life Society attached to the Seikokai (the Anglican Church in Japan). If he is in an area where there is an Anglican Church or, failing this, another Christian church, he is put into touch with the local body; but if he is entirely isolated he can begin a twenty weeks' correspondence course, beginning with a general study of religion, and then on to the character of Christ."

Mr. Walton says he gets applications from all classes, but the majority are students and young farmers. "Experience shows me," he said, "that it is easier to get really into touch with what the younger generation in Japan is thinking by correspondence than it is by conversation. There is much less shyness to be overcome in this method."

Members of the Society can borrow books of many sorts, theological, devotional, cultural, sociological, poetry, and fiction. "Lives of Christ are the most in demand in the religious section," said Mr. Walton, "but 10 per cent. of all the books lent from the library are those by Toyohiko Kagawa, the Christian labour leader and novelist. These include his 'Life of Christ,' his sociological books, his poetry, and his stories."

What Japan Reads.

"Besides Kagawa's novels, there is also a great demand for translations of such books as 'John Halifax,' 'Ivanhoe,' and 'Quo Vadis.' I used to be told the Japanese were so dishonest that I should lose most of the library books," said Mr. Walton, "but, as a matter of fact, though we took risks, the loss has been less than half of 1 per cent."

Talking of the public demand for books, Mr. Walton says that in Japan just now almost every conceivable type of book is being published in 1 yen (2s.) editions, usually in subscription sets of 40, issued at the rate of three a month. He displayed a big advertisement of a "Library of Humour" containing the works of Japanese humorists. Other series are on law, for children, poetry, sociology, religion, science, and fiction. The last include Wells, Conan Doyle, and G.B.S., but he does not recall having seen Edgar Wallace!

"In train and tram nowadays," he said, "you see as many Japanese reading these books as you see reading newspapers."

In his newspaper evangelisation work Mr. Walton has the assistance of the Rev. M. S. Murao, a Toronto First Class Honour Graduate, who has just been commissioned by a big non-Christian firm of Japanese publishers to write two books on the Sermon on the Mount for one of their theological series. He has also the help of a Japanese newspaper editor who lost his position some years ago because he became a Christian.

With this conflict between general and troops there was no solution of the drama but catastrophe.



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At their meeting recently the P.L.A. approved an expenditure of over £226,000 in connexion with the scheme for modernising the West India and Millwall Docks.

Mr. Neville Chamberlain, Minister for Health, recently opened the new Surrey county sanatorium erected at Millford, near Godalming, at a cost of £210,000.

After having been unemployed for months, William Esplaine, 55, labourer, of Warren-lane, Woolwich, started work but within ten minutes collapsed and died.

AUXILIARY FORCE DECORATIONS.

NEW LOCAL REGULATIONS ARE ISSUED.

QUALIFYING SERVICE.

The Gazette contains regulations concerning the award of the Colonial Auxiliary Forces Long Service Medal. From these we take the following:

Persons Eligible.

Persons having 20 years qualifying service, which need not be continuous.

Qualifying Service.

Meritorious service as a member of and rendered wholly in the Auxiliary Forces of one or more Dominions, Colony or Protectorate; or partly in the Auxiliary Forces of one or more Dominions, Colony or Protectorate, partly in the Territorial Force of Great Britain, or partly in any Naval or Military Volunteer Force of any part of the Empire (except service since 4th August, 1914, in the Volunteer Force of Great Britain raised under the Volunteer Acts, 1863-1916); service on the West Coast of Africa counting two-fold.

A person who was serving as aforesaid on the 4th August, 1914, and did before the 11th November, 1918, actually serve or enter into an agreement to serve beyond the borders of Hongkong on Military service may reckon all embodied service on the active list two-fold as qualifying service towards the requisite 20 years, whether such service was in the Naval Forces, Military Forces or Air Forces.

No service shall count more than two-fold towards the award of the Medal.

Service on the Permanent Staff by members of the Permanent Forces shall not reckon as qualifying service for the Medal. Service qualifying for the Territorial Efficiency Medal shall also count towards the qualifying service necessary for the Medal.

Service in an auxiliary unit established under the provisions of the Volunteer Ordinance, 1920, shall not count as qualifying service for the Medal except while the unit is called out for actual military service.

Wearing of Medal.

The medal shall be worn after, all British war medals in such order as may from time to time be assigned to it, suspended from the left breast, by a green ribbon of one inch and a-half in width.

A recipient of the medal shall be permitted to wear with it any "Territorial Efficiency Medal" which may have been awarded to him, provided that he has completed the full qualifying service required for both medals.

Officers' Decoration.

Regulations are also issued concerning the Colonial Auxiliary Forces Officers' Decoration. From these the following are taken:

Persons Eligible.

The following persons shall be eligible:—Officers having 20 years commissioned service, which need not be continuous; Honorary Colonels and Acting Chaplains who have the qualifying service of 20 years; Officers who have retired and have the qualifying service.

Qualifying Service.

Commissioned service rendered wholly in the Auxiliary Forces of one or more Dominions, Colony or Protectorate; or partly in the Auxiliary Forces of one or more Dominions, Colony or Protectorate, partly in the Territorial Force of Great Britain, or partly in any Naval or Military Volunteer Force of any part of the Empire (except service since 4th August, 1914, in the Volunteer Force of Great Britain raised under the Volunteer Acts 1863-1916); service on the West Coast of Africa counting two-fold.

Half the time served in the ranks of the aforesaid Auxiliary Military Forces or in the ranks of the Territorial Force of Great Britain or Volunteer Force which existed before 1st April, 1908.

An Officer who was serving on the 4th August, 1914, and did before the 11th November, 1918, actually serve or enter into an agreement to serve beyond the borders of Hongkong on military service may reckon all embodied service as an officer on the active list two-fold as qualifying service towards the requisite 20 years, whether such service was in the Naval Forces, Military Forces or Air Forces.

An Officer who was serving on the 4th August, 1914, and did before the 11th November, 1918, actually serve or enter into an agreement to serve beyond the borders of Hongkong on military service, may reckon all embodied service in the ranks on the active list as full qualifying service towards the requisite 20 years, whether service

WOMAN MURDERED IN A WOOD.

CRIME THAT RESEMBLES LE TOUQUET TRAGEDY.

Brussels, July 19. Evelyn Brelia, a singer known as a specialist in the music of Stravinsky, Milhaud, and Honneger, and the wife of Marcel Quinet, one of the best known of young Belgian composers, has been assassinated at Bommer, near Charleroi, Belgium, where she lived during the summer season.

Evelyn Brelia, who was 33 years of age, left her villa about six in the evening for a walk in the fields, and never returned. After a night of fruitless search her body was discovered this morning in a neighbouring wood. She was lying at the foot of a tree, and had been suffocated by means of a gag in her mouth. Her clothing was in disorder and it is thought that she had been outraged by the assassin.

She was still wearing a pearl necklace, a bracelet, and a gold watch.

The character of this crime at once calls to mind the murder of the Englishwoman, Mrs. Florence Wilson, in the woods at Le Touquet, on May 19. The murderer is still at large. Evelyn Brelia, like Mrs. Wilson, appears to have been surprised and murdered in a wooded part of the country. Her body, also like that of Mrs. Wilson, was found in the early morning after a search that began on the previous night.

From Le Touquet to Charleroi, the distance in a straight line is about 120 miles. That the two murders have been committed by the same criminal is not improbable.

SUCCESSFUL APPEAL.

"CASE OUGHT NOT TO HAVE GONE TO THE JURY."

Lords Justice Scrutton, Lawrence, and Greer, in the Court of Appeal allowed an appeal by three defendants from the verdict and judgment in favour of the plaintiff, Mr. Leonard Wilfrid Hampton, of Hitchin Hatch-lane, Sevenoaks, who brought an action in the King's Bench Division claiming damages for alleged misrepresentation and conspiracy to cheat and defraud.

The appellants were Mr. John Sidney Paterson, of Granville House, Arundel-street, Strand, Mr. Roland Northover, of Bolton House, Church-street, S.W., and Mr. Julien Koff, of the Julien Phillips Manufacturing Company, High Holborn.

Mr. Hampton alleged that by fraudulent misrepresentation and concealment he was induced to purchase shares in Norman Paterson and Company, of which the defendants were directors, and that he paid Mr. Koff £2,000 for them, and lent the company £1,250.

The defendants denied all Mr. Hampton's allegations or that he had suffered damage.

A special jury awarded Mr. Hampton £2,000 damages against all the defendants, and Mr. Justice Swift gave judgment accordingly with costs.

Lords Justice Scrutton, giving judgment, said there was no evidence on which the jury could reasonably find conspiracy by the defendants to obtain Mr. Hampton's money by statements which they knew or ought to have known to be not true. The case ought not to have been allowed to go to the jury, and the appeal must be allowed and judgment entered for the defendants with costs.

Lords Justices Lawrence and Greer agreed.

was in the Naval Forces, Military Forces or Air Forces.

No service shall count more than two-fold towards the award of the Decoration.

Service on the Permanent Staff by members of the Permanent Forces shall not reckon as qualifying service for the Decoration. Service qualifying for the Territorial Officers' Decoration shall also count towards the qualifying service necessary for the Decoration.

Service in an auxiliary unit established under the provisions of the Volunteer Ordinance, 1920, shall not count as qualifying service for the Decoration except while the unit is called out for actual military service.

Wearing of Decoration.

A recipient of the Decoration shall be permitted to wear with it any "Colonial Auxiliary Forces Long Service Medal" which may have been awarded to him, provided that he has completed the full qualifying service required for both the Medal and the Decoration.

NEW OIL-DRIVEN WATERBOAT.

TECHNICAL DESCRIPTION OF HONGKONG CRAFT.

As already reported, an interesting demonstration was given aboard the "Tai Yat," Hongkong's first motor-driven waterboat, on Wednesday last. In appearance, this boat closely resembles the other vessels of the Union Waterboat Co., but it is to be observed that the boiler, placed on the deck of the steam-driven boats, is now dispensed with.

The hull is of steel construction, and the decks are lined with teak. Her dimensions are:—Length overall 110 feet; breadth moulded, 20 feet; depth moulded, 10 feet.

Fresh water is carried amidships in four tanks having equalising sluice valves and the maximum capacity is 275 tons. The interiors of the tanks are coated with a special bitumastic composition and every precaution is taken to prevent pollution or contamination of the water.

The main engine consists of a Gardner semi-diesel, two-stroke 4-cylinder engine, developing 120 B.H.P. at 340 r.p.m. The engine is of the compressed air reversing type and as this dispenses with heavy and cumbersome transmission gear, more space is available in the engine room.

The pump plant presents considerable difficulty as it is not an easy matter to obtain an oil engine driven pump to compete in performance with the old-established Duplex plunger pump. Owing to ships' filling pipes varying considerably, the duty of the pump has to vary to suit the ships' requirements. In practice the duty which the pump has to perform ranges from five tons of water per hour up to 100 tons per hour at heads of approximately 10 to 40 ft. Various methods were considered and finally it was decided to fit a single-cylinder Gardner semi-diesel engine of 12 B.H.P., which running at 450 r.p.m. drives a Tangey 6" centrifugal pump at 1,050 r.p.m. The increase in speed is obtained by the new type of "Gardner" gear which consists of hardened steel rollers and depends on friction for the transmission of power.

The set was fully tested at the works before being sent out and, although the boat has only just been placed into commission, it appears that this auxiliary pump has solved the difficulty of building a completely oil-driven waterboat.

A large fuel tank for carrying a fortnight's supply of crude oil is conveniently arranged at the aft end of the engine, the silencer being placed in the funnel.

The motor-driven boat offers many advantages over its steam predecessor as it is available for immediate and urgent calls in spite of the fact that stand-by losses are nil. Moreover, as the question of maintaining suitable steam pressure is also dispensed with, the boat can undertake more work as full power is maintained for any length of time. Running cost will be closely watched and judged by results already obtained with other Gardner launches in the harbour, which have replaced steam launches, there will be a very big margin in favour of the oil-driven boat.

The unfortunate event of strikes, such as we experienced in 1922 and 1925, it will be a simple matter to instruct any European

THE PROMENADE CONCERT.

BIG SUCCESS REGISTERED LAST NIGHT.

There was a very large attendance at the second promenade concert held under the auspices of the Hongkong Volunteer Defence Corps on its parade ground last night. The full Band of the 2nd Batt. the King's Own Scottish Borders again appeared under the able conductorship of Mr. W. H. Fitz-Earle, playing by kind permission of Lt. Col. L. J. Comyn, C.M.G., D.S.O., and Officers.

The Band was in fine form, and amongst the selections, embracing a wide range of compositions, were the Marche Herolique, a Hungarian piece which opened the programme, Friedmann's Slavonic Rhapsodie, a difficult composition which fully illustrated the abilities of the Bandmen, and a selection from "Iolanthe," which was very tunefully played. All these items were warmly applauded.

A hit was established with "A Dervish Chorus in the Sudan" in which Musician H. Latimer distinguished himself in the rendering of the solo cornet effect. "Misereere" was then played as an encore.

The vocal soloist of the evening was Mrs. V. Carnegie, who revealed herself as being the possessor of a soprano voice of rich tone. She was received with enthusiasm and had to oblige with a number of encores.

Much pleasure was given by the appearance of the Hawaiian Serenaders in a number of Hawaiian melodies, tunefully strummed.

Before the programme closed, the Military Band gave two compositions, colourfully phrased, of Indian scenes and a military fantasia, descriptive of "A Sabbath Morning on Parade."

The concert was an unqualified success and should encourage the organizers to arrange another of these popular functions in the near future.

KOWLOON LAND SALES.

THREE TO TAKE PLACE SHORTLY.

Three sales of Crown land on the mainland are to take place at the P. W. D. offices on September 3rd. The lots are as follows:

New Kowloon Inland Lot 1153.—Situate at Shamshupo; area 2,304 square feet; upset price \$2,880.

Kowloon Inland Lot 2135.—Situate at Prince Edward Road; area about 161,800 square feet; upset price \$80,900.

New Kowloon Inland Lot 1154.—Situate at Shamshupo; area 6,912 square feet; upset price \$10,368.

When an empty train collided with a buffer stop at Sheeburnness, Essex, the three rear carriages were telescoped.

with mechanical knowledge satisfactorily to handle the machinery without any distress to the individual concerned.

As mentioned in our issue of Thursday, the boat has been designed and constructed by the Hongkong & Shanghai Whampoa Dock Co., Ltd., who also installed the Gardner machinery supplied through the agents, Messrs. Dowell & Co., Ltd.

The Very Idea!

Writing under the heading of "To-day's Most Probable Story," a correspondent in the Manchester Guardian quotes an anecdote from Hongkong, which he states is predominantly a Scottish colony.

There is a tramline which begins at Shaukiwan Bay and goes for several miles to Victoria and beyond, but stops abruptly before it reaches the fishing village of Aberdeen, as the company was warned that no fares would be paid there.

Recently the attention of passengers on the last car from the direction of the nearest point to Aberdeen was drawn to an elderly Scot, accompanied by a little boy, who was sitting in one corner. The old fellow was holding a watch in his hand, and staring at it with an eager expression. Suddenly he exclaimed:—"Ah!" and put it away.

Then, with a happy smile, he beckoned up the Chinese conductor. "Whatee wantee?" inquired that functionary. "I want," he declared, "to pay the rest of my grandson's fare. He has 'ust become twelve years old."

The latest fashion is to choose frocks to match one's furniture. Times there have been when you, my dear,

With candour quick, Have dubbed your partner as a queer Or quaint old stick.

To you such terms I will attach.

When you I greet In gowns which are designed to match

My suite, my sweet.

In a house surrounded by high walls a man kept running round and round, pausing at intervals to sprinkle pepper and salt on his head from a casket. And one day a Leading Statesman visiting this place, paused to contemplate this very odd spectacle, and turning to his guide inquired: "What is he?"

The guide answered, "He thinks he is a Hard-Boiled Egg." And then, laughing rather loudly, the guide dug the Leading Statesman in the ribs and added, "And he thinks you are a Statesman."

"And so I am," said the Statesman stiffly.

"Ho!" cried the guide to the man who kept running round and round, "It's all right. You are a Hard-Boiled Egg."

Moral: People are always saying something.

Solicitor, at Shoreditch County Court: Are you married? Woman: Oh, yes, I have him all right.

Willesden Magistrate: Have you a husband? Woman (sobbing): No, sir, Magistrate: There, there! Don't cry, Cheer up, and be of good courage.

Judge Crawford, at Southend: Judges sometimes think, even out of court.

Man, at Willesden: Can my wife be stopped from making remarks to me? Magistrate: No, This is a country of free speech.

Kingston man: I saw him at his hotel. Magistrate's clerk: Was that at Rowton House? Man: Yes, sir.

Teacher (during Scripture lesson): What was Esau?

Small Boy (eagerly): Please, sir, an afman.

Later the teacher realised that the boy had heard Esau described as a hairy man.

Many otherwise contented citizens have had a standing cause for complaint against their parents in their selection, at the baptismal font, of a name for them that becomes, as the years go on, a continual source of annoyance and embarrassment. It has been contended, indeed, that a child's career may be marred at its christening. The Redstraz at Worms, in the Rhineland, has shown recently that he will be no party to letting sons suffer for the political opinion of their father. He refused to accept the name Lenin as a Christian name for a worker's child, and the courts have upheld his contention that he acted properly. During the Boer War many a kopie or town taken gave a name to children whose misfortune it was to be born whilst the news was fresh in the papers, and France, Flanders, and Gallipoli played a similar part in placing embarrassment on defenceless young heads.

Perhaps, some are yet to be saddened with unsuitable name combinations with Hinkler, Kingsford, Ulm, Noble, or Earhart. Nobody doubts the truth, says an Irish exchange, of the adage which declares that a dog might as well be hanged as given a bad name. Some parents forget this when selecting a label for their offspring at the start of life's journey, and to look for inspiration from battles or Bolsheviks is an enterprise for which no child will thank its father.

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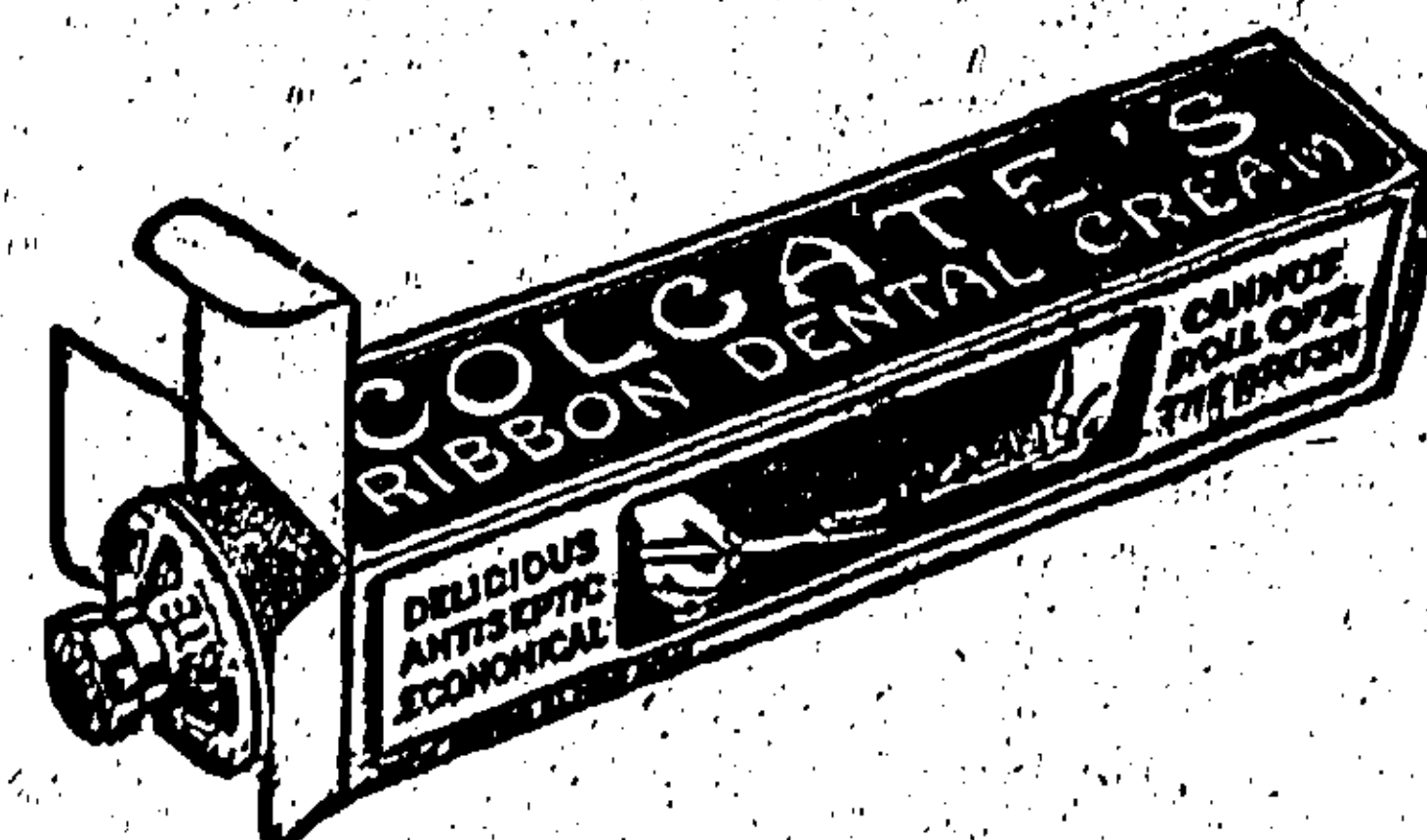
"Oh yes, I will," was the reply.

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THE WORLD OF SPORT

TWO CENTURIES BY HAMMOND.

(Continued from Page 1.)

Macedonald played a big part in the success, claiming no fewer than 15 victims at a cost of 154 runs. He was brilliantly supported by the batsmen, a long partnership between Ernest Tyldesley enabling Lancashire to declare in their only innings with five wickets down.

Kent: 277.
Lancashire: 478 for 5 wks. (dec.).
Kent: 113.

A glorious display by Frank Woolley was the only bright feature in Kent's first innings. Kent began badly and did not recover from a disastrous start. Woolley alone made any pretence to meet the splendid bowling of Macedonald with any confidence and he gave a superb display of powerful and effortless driving, scoring rapidly while his partners were pottering about. Woolley's personal contribution was 151, and the magnitude of the effort can be judged by the fact that the remaining ten men could only compile 126 between them. Macedonald claimed 7 wickets, his bowling being hit for 101 runs.

Lancashire gained a lead of 201 and declared the innings closed with only five wickets down. That they were able to do so was largely due to some splendid batting by Hallows and Ernest Tyldesley. Runs came slowly at first, but after they had passed the Kent total, both players attacked the bowling vigorously, Tyldesley being sent back after scoring 150, while Hallows went on to make 181.

The pitch had been affected by a change in the weather and when Kent opened their innings yesterday morning, Macedonald was not slow to take advantage of the conditions. He bowled superbly throughout, taking 8 wickets for 53 runs—great work. Kent were dismissed for a paltry 113.

NEW YORKS BOWLER.

Derbyshire Soundly Trounced at Dewsbury.

Yorkshire won the match against Derbyshire, at Dewsbury, yesterday, by an innings and 22 runs. Derby opened with a poor total, and a big score by Yorkshire on the second day, decided the issue. The scores were:

Derby: 126.
York: 413 for 9 wks. (dec.).
Derby: 265.

Rhodes' perfect length and spin had all the Derby bowlers in difficulties, and a collapse was brought about. Rhodes took 5 wickets for 57 runs.

In reply, Yorkshire made 413. Sutcliffe was outstanding with a capital played 138.

When Derby batted again, Yorkshire brought on a bowler more or less new to first-class cricket and he met with excellent success, though his six wickets were taken at a cost of 91 runs. Derby failed by 22 runs to avert the innings defeat.

BOWLERS IN CONTEST.

Fine Batting By Duleepsinhji Decides the Issue.

The match between Sussex and Somerset at Weston-Super-Mare, which was won by Sussex by 116 runs, resolved itself into a bowling duel between the two Test players, Tate and J. C. White. The issue was eventually decided by K. S. Duleepsinhji, who hit his fifth century for Sussex since the Varsity match.

Tate and J. C. White each took 12 wickets, though the former returned the better average. The scores were:

Sussex: 123.
Somerset: 178.
Sussex: 237.
Somerset: 116.

Somerset, thanks to White, who took 6 wickets for 42 runs, dismissed Sussex for 123 runs in the first innings. They failed, however, to force home the advantage, gaining a small lead only on the first innings. Tate bowled finely taking 6 wickets for 76, the side being all out for 178.

K. S. Duleepsinhji took a brilliant 150 runs off the Somerset bowling when Sussex batted again. He exploited every stroke in cricket in a delightful display, scoring with effortless freedom all round the wicket. His masterly effort enabled Sussex to set Somerset the somewhat difficult task of compiling 232 on a tricky

wicket. White took 6 wickets for 102 runs.

With Tate again bowling splendidly, Somerset's prospects rapidly faded, and the last wicket fell when exactly half the required total had been set up. Tate took 6 wickets for 42 runs, his record for the match being 12 for 118.

HAMMOND'S TRIUMPH.

Big Part by Parker Also. Surrey were outplayed at Bristol, Gloucester gaining a capital victory by 189 runs. Hammond with a century in each innings and Parker, who took 13 wickets for 197 runs rendered victory more or less certain. The scores were:

Gloucester: 304.
Surrey: 267.
Gloucester: 319 for 9 wickets. (dec.).
Surrey: 167.

Gloucester opened with a sound score, thanks to Hammond's splendid hitting. He made 139 runs.

Surrey fell 37 runs short of the Gloucester total. Parker taking 6 wickets for 117 runs, and when Hammond again hit out for a magnificent 143, Gloucester set the visitors the extremely difficult task of making 367 runs on a nasty wicket to win.

Parker, the far-famed left-hander, completely upset the Surrey batsmen, few playing him with any confidence. He took 7 wickets for 80 runs, and Surrey were sent back for 167.

FIRST INNINGS FIGHT.

Two Glamorgan Centuries.

The visit of Essex to Swansea provided a great struggle for first innings points, Glamorgan falling by only 22 runs to reach the huge total of 499 compiled by Essex. The big scoring put a definite result out of the question and the match ended quietly. The scores were:

Essex: 499 for 8 wks. (dec.).
Glamorgan: 478.
Essex: 97 for 1 wicket.

The Essex total was one of their highest of the season. L. G. Crawley, whose appearances are unfortunately only rare, played a fine innings of 222, hitting the Glamorgan bowling freely in one of the brightest displays on the Swansea.

Glamorgan faced this formidable total in great spirit and Arnold (163) and Bates (105) made an effort which almost brought success to the home side.

LEICESTER IN FORM.

Need 158 to Win with all wickets in Hand.

Leicester had much the better of the drawn game with Hampshire, at Leicester, but had to rest content with points for a first-innings lead. Leicester enforced to follow-on having gained a lead of 193, but Hants recovered well.

Had Leicester had another opportunity of batting, they needed only 158 runs to win. The scores were:

Leicester: 465.
Hampshire: 272 and 351.

Leicester's superiority was more or less established early on in the match, when E. W. Dawson and Bradshaw in partnership trounced the Hampshire attack. Dawson was sent back after compiling 122, but Bradshaw made 140 before his wicket was taken.

R. Aird with a sparkling contribution of 159 made a great effort for Hants, but could get no one to stay with him, and the side was dismissed for 272. Shipman took 5 wickets for 53.

Following on, the visitors gave a better display. Mead played steadily for 140 and the Leicester bowlers were defied until it was too late for Leicester to force home their advantage.

MIDDLESEX SURPRISED.

Declare But Lose on First Innings.

Middlesex had an unpleasant surprise at Lord's, Warwick gaining first innings points. This was after F. T. Mann had declared the innings closed at 365 for 8 wickets. H. J. Enthoven was batting exceedingly well when he was forced to retire owing to injury. The scores were:

Middlesex: 365 for 8 wks. (dec.).
Warwick: 378.
Middlesex: 252.
Warwick: 51 for 1 wicket.

H. J. Enthoven had made 115 for Middlesex when he was forced to retire hurt.—Reuter.

LOCAL BASEBALL.

NAVY NARROWLY DEFEATED BY SHANGHAI CHINESE.

Bearing in mind the aphorism that a game is never lost until it is won, the visiting Chinese team from Shanghai snatched victory from the teeth of defeat in their game yesterday against the United States Navy, represented by a side from U.S.S. Asheville. The final score after the Navy had led throughout, was 6 to 5 in favour of the Chinese. The Navy lost in the field.

The line up was as follows:
Navy: Brennan, c. Chen, Chadwell, c. Chen, Ariel, c. Tsay, Hoffman, c. Kim, Bacon, c. Kim, Henson, c. Aug, Yuley, c. Chen, Evans, c. Chen, Sabej, c. Loo.
Umpires—Zafra and Rull.

The Navy opened with two men down, started the scoring with a home run through Ariel. Hoffman, Bacon and Henson hit, the two former reaching home. China's reply was a blank. The Navy scored a blank also, but Tsay made the circuit for the Chinese, starting on a line hit down third and coming home on a sacrifice errors by third and catcher.

Nothing accrued from the Navy's third visit, but Chen came home for the visitors after starting on errors, to further errors, making the score 3 to 2 in favour of the sailors.

For the Navy, Bacon hit a two-bagger and came home on play to Evans. Liu hit a two-bagger in reply and Kim hit for two more bases, both coming home on a sacrifice making the score level at four each.

Neither side scored in the fifth, but Hoffman got home for the Navy on a hit and steals and a hit by Yuley in the sixth. In the Chinese sixth, Kim made the only move and got to second leaving the lead with the Navy at 6 to 4.

Again the Navy was blanked and then at the final encounter, the Chinese opened up in the falling darkness and knocked Henson all over the lot. Chen hit for first as did Char. Lot bunted for first and with no men down, bases were full. Liu then came up to bat and swung a beautiful hit over second, Chen and Char reaching home with ease for the victory.

Score by innings:
U.S. Navy 3 0 0 1 0 1 0 5
Shanghai 0 1 1 2 0 0 2 6

Hits—Navy 8, Shanghai 10.
Runs—Navy 5, Shanghai 6.
Home runs—Ariel 1, Three Base Hits—Bacon 1.

Two Base Hits—Liu 2, Kim 1, Bacon 1.
Bases on balls—Aug 1, Tsay 1.
Strike Outs—Aug 1, Tsay 6, Henson 6.

The Chinese Recreation Club suffered their first defeat in the Lawn Tennis League yesterday when their "B" team went down to the Recreio "B" on their own ground in the Third Division by the narrow margin of seven games.

This places the Portuguese team second to the Chinese "A" and it is expected that they will remain there.

Both the Recreio "B" and the Chinese "B" have lost one match but the Causeway Bay players have yet to meet their own "A" team. The Portuguese have only one more match to play they have already accounted for the South China. Their remaining match is against the Kowloon Indians, whom they will have little difficulty in defeating.

In their match with the Chinese yesterday, the Recreio players held a commanding advantage after the first round when they secured no less than 23 of the 33 games. They increased that lead by one more game in the second round but after the third round their lead had been considerably decreased, the final scores being 53-46 in favour of the visiting team.

The full scores were:

POPULAR YOUNG DANCERS RETURN.



Miss Valentine Cherie, the clever young dancer, in one of the eccentric dances she will present in the Queen's Theatre during her special return engagement with her charming partner, Miss Tomasta Birdwell. These two popular young artists begin their season to-morrow night when they will appear as an additional attraction at the 9.20 movie performance.

LAWN TENNIS.

CHINESE "B" SUFFER THEIR FIRST DEFEAT.

The Chinese Recreation Club suffered their first defeat in the Lawn Tennis League yesterday when their "B" team went down to the Recreio "B" on their own ground in the Third Division by the narrow margin of seven games.

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The full scores were:

Tsai Ping-fan and Ng Kam-chuen (Chinese "B") beat L. A. Rocha and G. A. Noronha 6-5; lost to A. A. Remedios and A. Gosano 4-7; beat H. A. Barros and C. A. Barretto 7-4.

Chan Hip-wo and W. C. Hung lost to Rocha and Noronha 4-7; lost to Remedios and Gosano 5-6; beat Barros and Barretto 7-4.

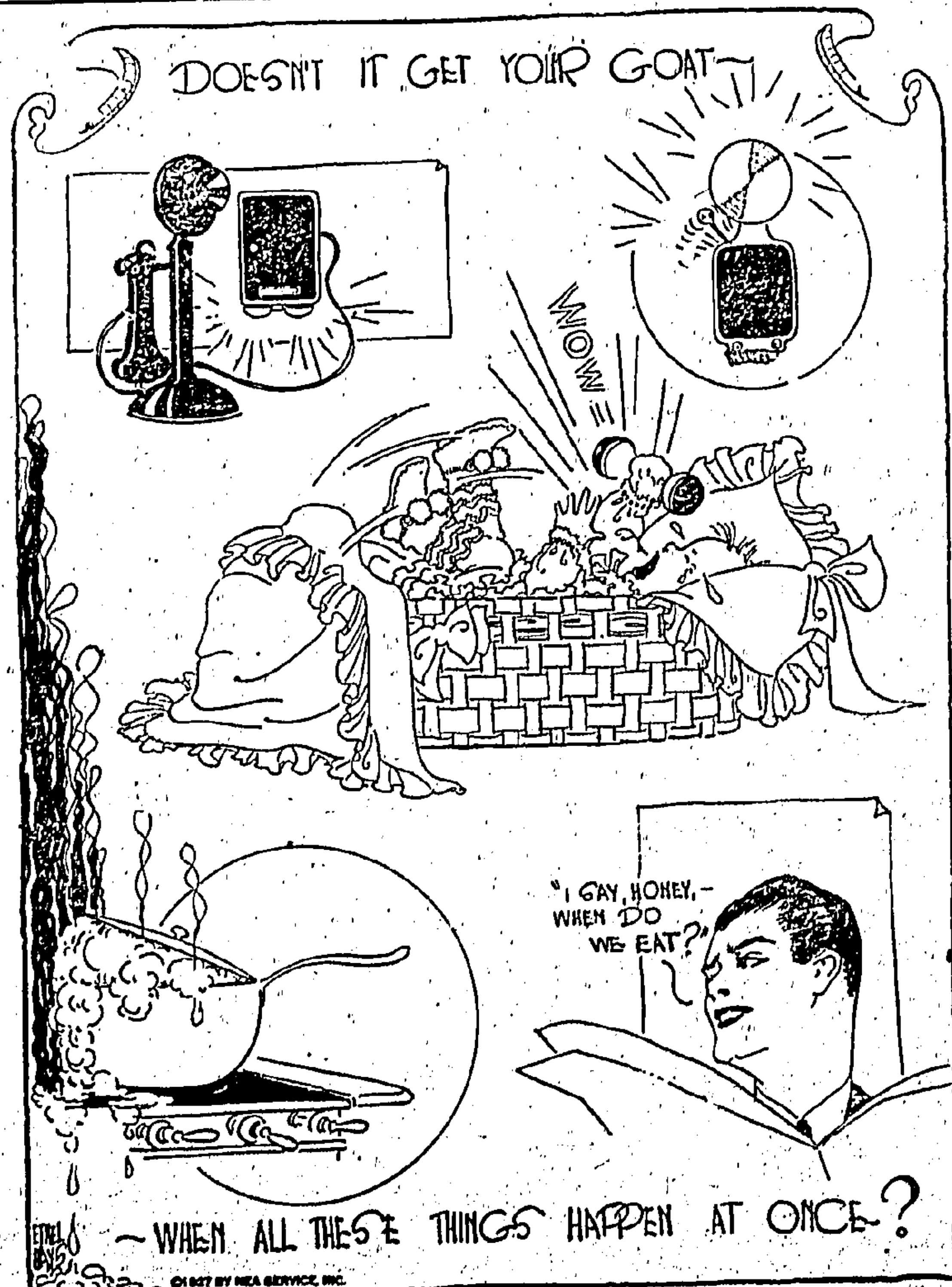
Lau Ting-wai and Hon Lun-fung lost to Rocha and Noronha 4-7; beat Remedios and Gosano 7-4; lost to Barros and Barretto 2-3.
Total: Chinese "B" 46. Recreio "B" 53.

8. China v Nippon.

In the "B" division yesterday the South China Athletic Association beat Nippon by 62 games to 34. One game only ran to 5-3 owing to darkness setting in. The match was played at King's Park, scores being as follows:—W. H. Hok and S. Chan (S.C.A.A.) beat Isomura and T. A. Hara 7-4; beat Sajioka and Yoshikama 7-4; beat Fujieda and Hachiuma 7-4.

T. C. Luk and K. C. Luk (S.C.A.A.) beat Isomura and Hara 7-4; beat Sajioka and Yoshikama 6-5; beat Fujieda and Hachiuma 8-3.

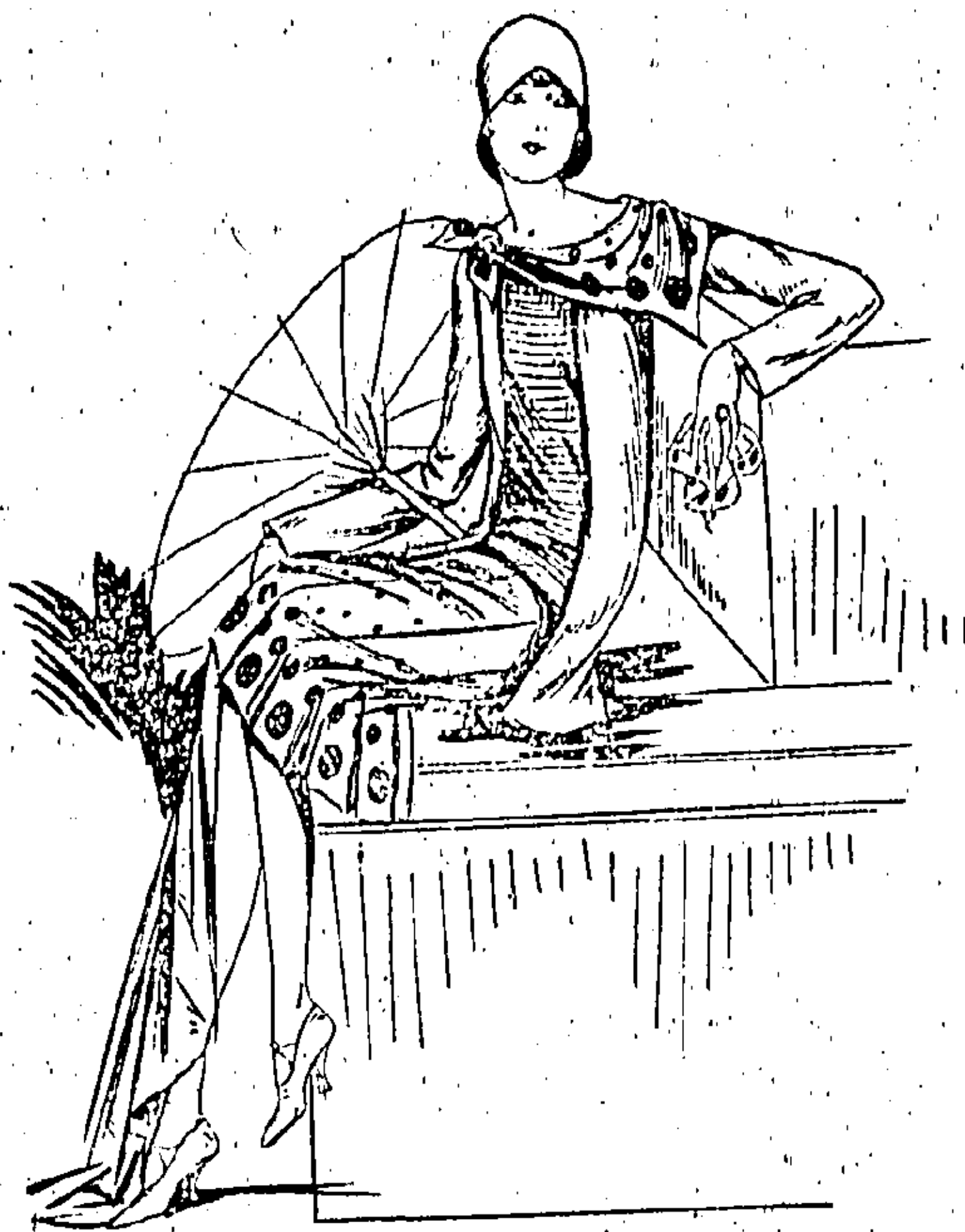
The brothers Lee (S.C.A.A.) beat Isomura and Hara 7-4; beat Sajioka and Yoshikama 5-3; beat Fujieda and Hachiuma 8-3.
Total: South China A. A. 62; Nippon Club 34.



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DOTS ATTRACTIVE FEATURE OF ENSEMBLE.



The skirt, jumper and loose coat are of grey marocain, and the dots are arranged in a series of horizontal bands. The skirt has a series of box pleats, stitched well down, and the scarf is arranged in a gipsy fashion and does away with the need for a collar. The smart little hat is of pale grey crocheted straw, underlined with navy.

PYJAMA SUITS.

IN LOVELY AND DAINTY
FABRICS.

Some women love dressing up in gay and gorgeous clothes. The instinct is, perhaps, a survival of the child's delight in unusual garments. The vogue for luxurious pyjama suits certainly satisfies this craze among the wealthy. Mary Newitzky (Princessa, Kotscheubey) has recently been showing some distinctive models in London.

Pyjama suits are made in the loveliest and most delicate fabrics, in radiant colours, and in their most modern guise they may be accompanied by draperies and trains. A pyjama suit in royal blue chiffon had a parrot green coat worked in other gay colours; another in blue georgette and gold tissue had a mauve and blue velvet "peacock" train.

A long straight-cut coat of plum-coloured georgette was worn over a suit which had a tunic of gold lace and coral pink georgette and yellow trousers. Very wide sleeves drawn in at the wrists were a feature of a charming bloused tunic in shaded green chiffon with trousers to match.

Shell pink crepe de Chine tunic, oyster grey satin trousers, and an ivory satin coat bordered with astrachan, made another very attractive ensemble. A very delicate-looking suit of beige lace and chiffon with sleeves hanging loose, giving a coatee effect, was trimmed with little knots of beige ostrich feather.

SCARF POCKETS.

WRAPS THAT SERVE AS
HANDBAGS.

A pocket cut to ornamental shape appeared upon one end of a scarf designed for the seaside girl to wear.

Made from a fine, soft white woollen material, the scarf was rather wide, and bound all round the edges with pale blue silk, which also made a border for the pocket. The latter was large enough to hold the handkerchief and a small purse.

It is a splendid idea for the seaside and summer sports girl, and many of the new scarves are being provided with pockets for the necessary handkerchief and some change, so that a woman need not worry about carrying a handbag. This idea also serves the purpose of giving a decorative touch.

A scarf made from rose pink stockinette had a tinsel thread running through it, and the little heart-shaped pocket on the left side was worked all over with fine silver lines. Needless to say, this was an afternoon scarf.

The same pocket idea is seen on those scarves which are intended to be worn after a game of tennis, when the scarf is generally made of the club colours and has a pocket emblazoned with the monogram.

The pocket in the scarf is also making its appearance on some of the very filmy georgette and nylon shoulder-wraps designed for evening wear.

FASHION NOTES.

NEW MEDIUM-CROWNED
HATS.

We all want to look younger. Hats, it is said, help us to youth.

However smart and Parisian-looking a hat may be, choose, rather, the one that makes you look younger, and there is always one that will.

The new medium-crown models need a tremendous amount of adjustment every time they are worn. They must be pinched and banged about, and in some curious way, the pinch one puts in the day before never does for the next. The brims, too, are floppy, and need much care. Coloured hats are worn, and red hats are still liked.

Velvet and black satin "Tams" are very fashionable. The velvet is twisted into weird shapes, and flops over at odd angles. Velvet brims may have felt crowns, and felt brims velvet crowns, and straw and velvet, and straw and felt are also much seen.

Irregularity of Style.

Irregularity is the chief feature of the new clothes.

The waistline has fixed its place, after many long hesitations, and settled down almost at its normal place, while skirts are still hesitating as regards their length, although it seems they will decide to be a little longer. Could they be shorter?

DISCORD BETWEEN THE ACORDS.



Charging cruelty, the former Louisa Lorraine, above, film favourite, has sued for divorce from Art Acord, also a cinema actor. They were married April 14, 1926.

THIS WEEK'S RECIPE.

CHERRY TARTLETS.

Required: 1lb. cherries, 1/2lb. sugar, 1 teaspoonful cornflour, lemon juice, short pastry, cochineal.

Grease the patty tin and line with pastry, prick the bottom, and fill with rice. Place on greaseproof paper to prevent the tartlets from rising. Cook in a fairly hot oven. Into a pan place the sugar, the juice of half a lemon, and a gill of water. Boil for five minutes, then add the washed and stalked cherries. Cook very slowly till quite tender. Strain off the syrup, placing the cherries in a basin, and returning the syrup to the pan. Blend the cornflour with a little cold water and add it to the syrup. Stir until boiling, and then brighten the colour by the addition of a little cochineal. Arrange the cherries neatly in the tartlets. Allow the syrup to cool, and spoon sufficient into each tartlet just to cover the fruit.

TOO MUCH PRETTINESS

[By a Plain Man.]

It is emblazoned on goods in the chemist's shop windows, found in the pages of every magazine, and has finally appeared on the covers of books devoted to the subject—"Every girl can become pretty."

Alas! 'tis true, unhappily every girl has become pretty.

A navy blue costume, pale pink legs ending in black patent shoes, a striped jumper, a string of pearls, a small, nay, infinitesimal hat covering a shorn, flatly-waved head, thinned eyebrows, artistically blanching complexion, white teeth, and a very red mouth out of which speaks a high, clear voice—whose portrait? Anyone's—the smart shop girl's, the efficient woman secretary, the next-door neighbour's daughter, one's own wife, or (excluding the voice) the model in the shop window.

Save those above and beyond the need of fleshly charm, as good cooks or titled ladies willing to open bazars, all women, young and old alike, have attained one dead, monotonous level of slick prettiness.

Presumably they strive to be attractive. Let them be warned—they are overshooting their mark.

All Uniformly Pretty.

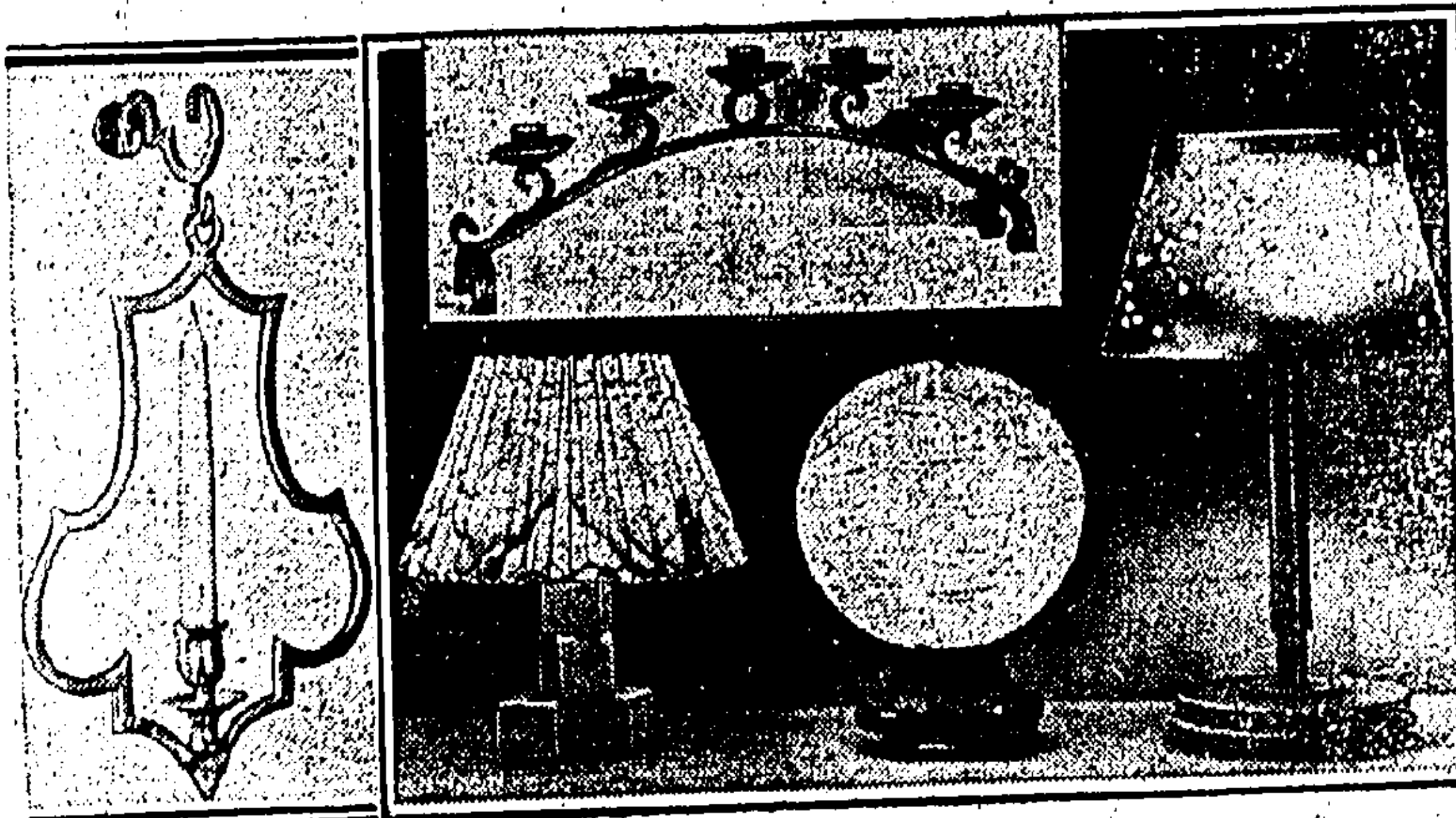
Every man, to speak metaphorically, likes to behold, or to imagine, a distinguishing star on the forehead of his beloved, a particular hule around her head. "No one but you has a little curl on the back of her neck," "I love your lip," "What an adorable dimple that is." These were the charms that drew his father to his mother. But for him to-day star and halo are mass-produced. The curl is smoothed down or cut off, the dimple carries on a guerilla warfare with raw carrots and lemon juice, the lip has been modulated out of existence in the newest school of elocution.

In short, the poor man cannot tell his own dearest one from the next fellow's, and it doesn't satisfy him.

A man's senses may be soothed by a roomful of uniformly pretty women, but his attention is caught by the one who has straight hair or chubby hands, for she is different. He appreciates the difference, and is promptly interested. After that, if she wants him, it is all over. Victory has gone, not to the fair, but to the distinguished plain.

To a plain man it is incomprehensible that the modern girl—such a splendid original first edition in outlook and ideals—should be content to be a reprint in clothes and face.

CANDLESTICKS HARK BACK TO ANTIQUITY.



Inset at the left and above are candle-holders of mediaeval pattern, one a triangular sconce, the other a spray from ancient altar decoration. The modern lamp at the right features a base of dice, an illuminated globe map and a blue shade with silver stars visible only when the light is turned on.

SMART BLOUSES.

"NOW OCCUPY MUCH
ATTENTION."

The blouse is occupying more attention than in seasons past. Not that there is any hint of a "back to the shirtwaist" movement among women, but blouses have greater emphasis for reasons that are fairly obvious.

In the first place, the normal waisted suit of classic lines has brought back the inside-the-skirt blouse, especially among the younger set. This blouse, so frequently observed, is severely tailored—mannish, in fact, with its soft, turn-over collar and tie, its linked cuffs and general neatness, not to speak of the mannish silk used, as well as crepe-de-chine.

The second type of blouse is one with which we are more familiar—the over-b blouse worn outside the skirt. Of these there are many, from crepe-de-chine types, simply decorated in dozens of ways, to those with much tucking to define the gilet, the cuffs, and other important items.

Blouses with fine pleats, introduced in triangles, in diamond shapes, and in perpendicular movements, to give easy blowing and greater fullness, serve as direct challenges to the successful tucked models.

These blouses are in plain colours in the pastel shades, even though the trimming may appear in a darker hue, if the skirt that accompanies the blouse happens to be a shade or two darker.

High necks and low necks, soft

NOVELTIES IN
DECANTERS.TYPICAL DUTCHMAN FOR
GIN.

Liqueurs are much drunk in France, so novelties in tiny glasses and decanters for the purpose are a feature of those fascinating Parisian shops which specialise in table accessories.

One of the most popular novelties is an adaptation of the book box. Two large and thick library volumes, handsomely bound in tooled leather, are placed together and their centres cut out to give space and cover to a set of little tumblers and two or three decanters. Closed, the old tomes look learned and serious enough not to betray their hidden contents.

Very amusing are some liqueur flacons in the form of china figures about a foot high modelled in character with the particular spirit each carafe is intended to contain. The outlines and colourings are bold and simple, and the heads are stoppers. A bearded Russian holds Kummel; a typical Dutchman is unmistakably for gin; a stout negro mammy with scarlet handkerchief round her head proclaims Jamaica rum; the caritative of a killed Highlander is undoubtedly meant for Scotch whisky; and there are others equally appropriate.

turn-over collars and fichus, and high collars and jabots frills, and bows, all appear in the race for popularity in blouses.

SCATTERED INTERESTS

DIET FOR THE AVERAGE
MIND.

A doctor who is also a psychologist, suggesting that it is just as important to diet the mind as to diet the body, points out that this is largely a question of cutting down scientifically the sustenance taken into the mind.

Very few people, who ever stop to think of such things, or who expect anything of their minds, will deny that there is a strong temptation these days to scatter their interests, and to dabble in too many things to admit of thoroughness in any one.

"Not more than one major interest" is allowed by the psychologist referred to, in the balanced diet for the average mind, and experience teaches that he is right.

Success in any undertaking depends as much upon the power to shut out other calls upon our energy and attention as upon the possession of a devouring interest in the matter in hand.

It often seems that never do so many other interesting avenues open up inviting us to explore them, as when we have resolutely chosen a straight path leading to a well-defined goal at the end of it.

Refusal may be hard, but it is the price of achievement.

HUSTLING WOMEN.

MAKING THE BEST OF ONE'S
TIME.

Most of us have been bitten at one time or another by the crazy for making the most of our time.

Sometimes it is one of those alluring tangles on efficiency that has awakened us to the knowledge of the fact that we might be twice as cultured, effective, happy, or rich if only we would get into each day all that we might get in.

Sometimes it is the revelation made by some great man of the manner in which he has spent his waking hours, showing the wonders he has achieved by the skilful apportionment of time, which has caused us to make the first move towards mapping out our time and giving to each quarter of an hour its allotted task.

In nearly every case where the schedule has been adhered to, I expect it could be shown that there has been great gain in work done, but, I wonder, has there not also been great loss of another kind?

There are so many "hustlers" now among women that it is difficult to find any who have time to be just kindly and human and sympathetic towards people who might have gone to them for consolation and friendliness.

And gradually the habitual hustler loses the desire to be kindly to ordinary folks who are not trying to be efficient.

Is this loss not perhaps far greater than any gains that are made through the careful husbanding of the minutes?

NEW LINGERIE.

IN MANY DAINTY SHADES.

Square necklines and "V" necklines are created only to be rivalled by the bateau line, which the Paris lingerie now includes for the new designs in nightwear.

Deep points of lace, usually in biscuit or ochre tones, decorate one type, while narrow bands of this rich lace outline the bateau neckline and the deep arm-holes.

In one model in orchid there is a shadowy flower at each shoulder, developed in punch-work. This type of decoration, however, is really secondary to applique motifs and the Turkish stitch, which not only makes delightful designs in both nightwear and cami-knickers, but which is used frequently also to join the triangles of lace.

Triple silk voile is used for most of the more elaborate types of nightgowns. A rich heavy quality of washable crepe-de-chine is employed as well, for both nightgowns and combinations.

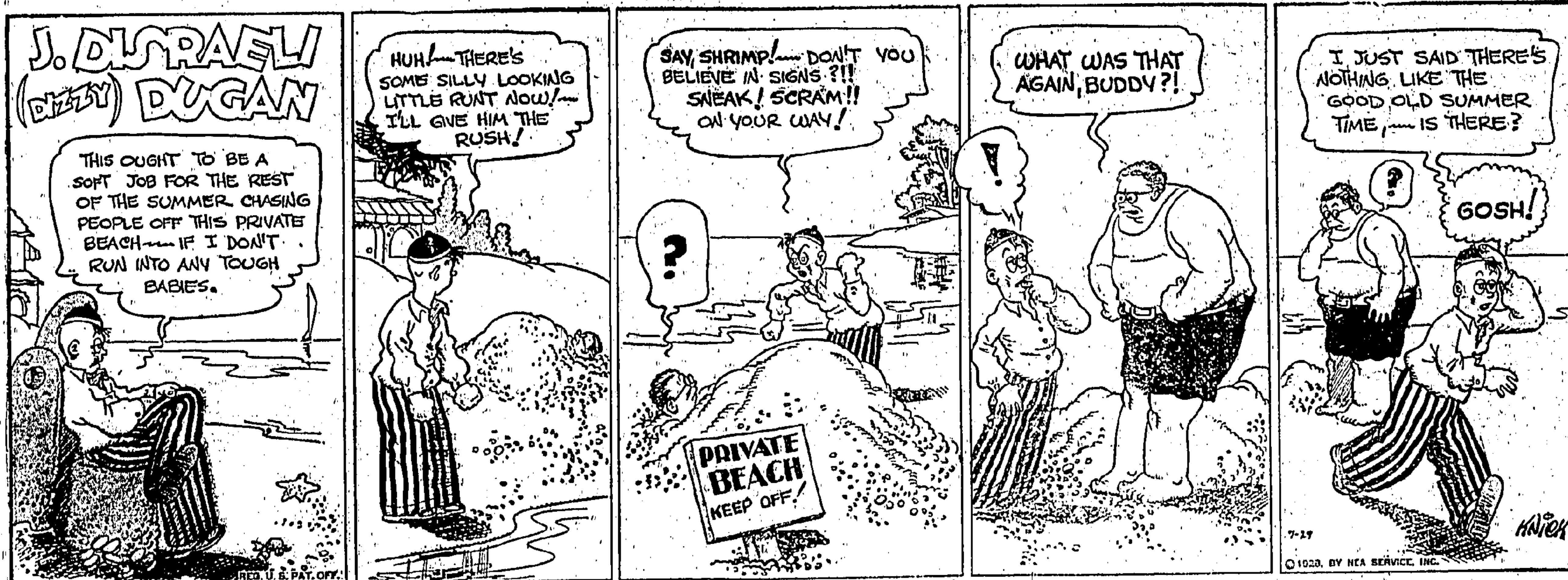
Pink continues to reign as a favourite colour for lingerie. But there are many other dainty shades. Light green, peach, deep tones of pink, and turquoise, are used. Pleats augment the models, usually very fine, and hand-stitched. Of course, this beautiful lingerie is all hand made. The mode of the coloured mouchoir is with us again. Many women are having large squares of chiffon or of crepe-de-chine dyed to match their dresses.



Scarves and scarf collars are features of evening frocks as well as of jumper suits and dresses for afternoon wear. With the flowered taffetas frock is worn a scarf tied in a butterfly bow at the back of the neck. It is "narrowed" at either side, and one flower stands out from the centre of the throat. A black and white spotted handkerchief is knotted round the throat in the other sketch and matches one worn at the wrist.

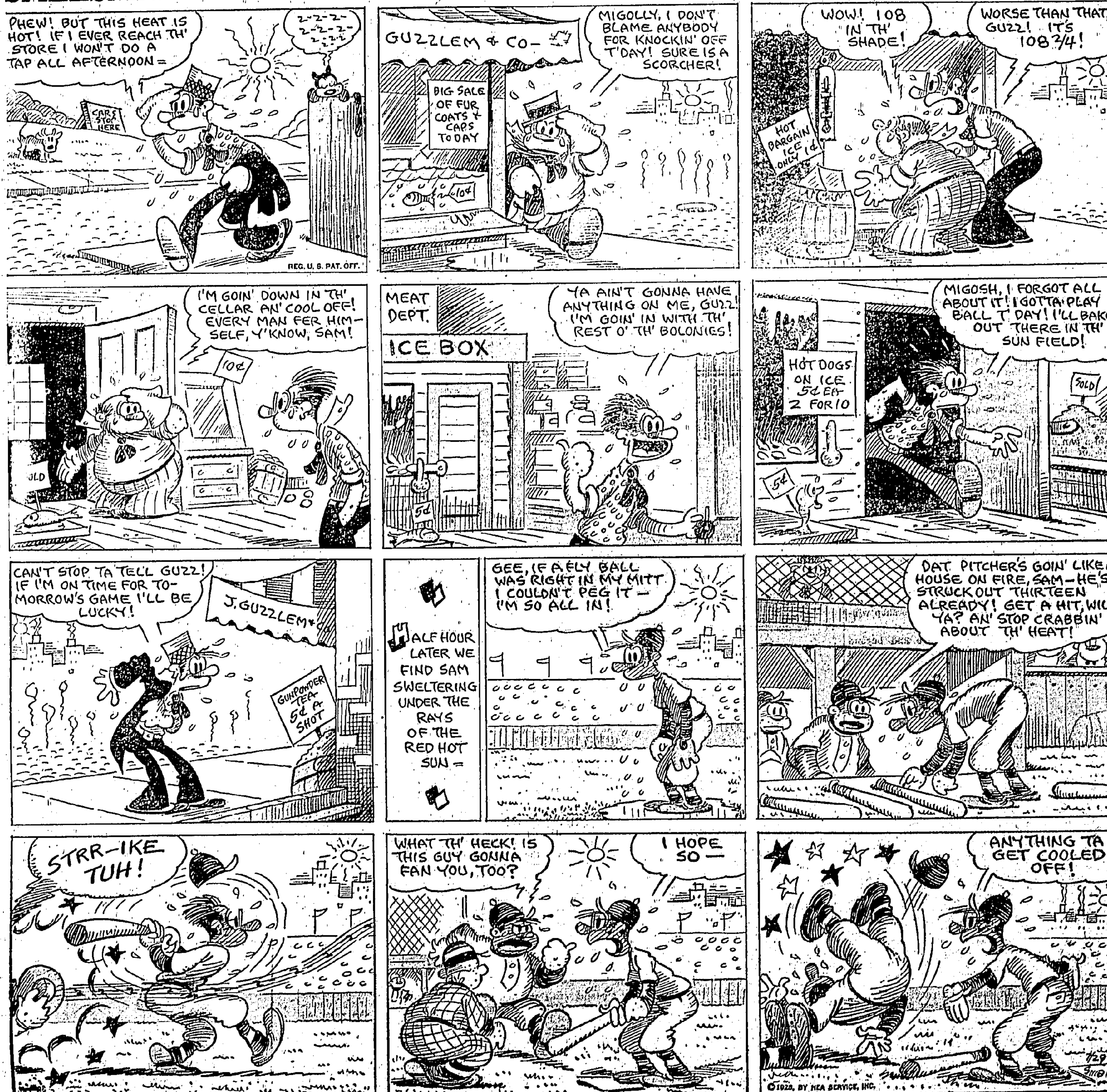


Here you see a taffetas frock of rose pink, with chiffon roses down the front of the skirt. This flounce is of pink chiffon, and it is carried up the left side and draped to give a delightful "pouf" effect. The roses have centres of a deeper pink, and a tiny crystal bead is sewn in the heart of each one.



SALESMAN SAM

By Small



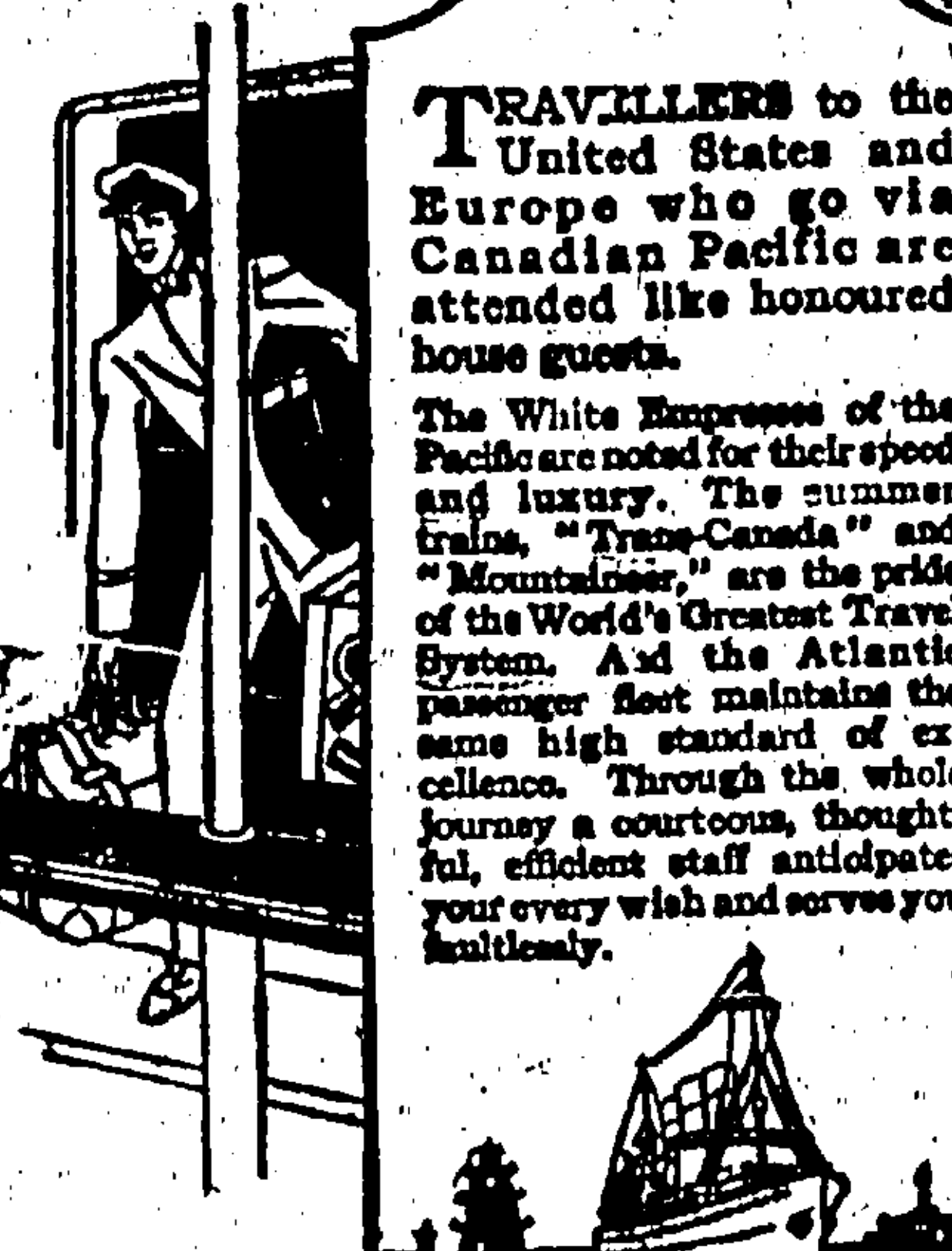
WHITEWAYS FOR STANDARD VALUES

A black and white illustration of a woman in a wedding dress holding a bouquet of flowers, standing next to a man in a suit. They are in a room with a large curtain in the background. The man is looking at the woman. The illustration is signed 'P. P.' in the bottom right corner.

[illegible]

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SPHINX	23rd Oct.	PAUL LECAT	23rd Oct.
G. METZINGER	6th Nov.	ANDRE LEBON	7th Nov.
PAUL LECAT	20th Nov.	CHENONCEAUX	21st Nov.
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DEAD SEA RICHES.

WHO WILL GET THE CONCESSION?

RIVAL INTERESTS.

Apart from one or two debates in the House of Lords and sporadic questions in the House of Commons, singularly little attention has been drawn to the far-reaching issues raised by the grant of a concession for the exploitation of the chemical deposits in the Dead Sea.

From every angle the projects which the Colonial Office has for years past been considering involve questions of the highest public interest. First and foremost, there presents itself the possibility of a vast addition to the world's supply of certain chemical products, notably potash, necessary for agriculture throughout the world and at present controlled almost exclusively by German and Alsatian groups working in co-operation. Secondly, there are issues arising out of the special position of Palestine and Transjordan (between which the Dead Sea lies) as Mandate areas over which the League of Nations holds some ultimate responsibility.

Thirdly, there are the rival interests of Jews and Arabs in those countries, a factor of particular importance in view of the official announcement made more than once in both Houses of Parliament that it has been provisionally decided to grant the concession to a group in which the chief figure is a leading member of the Zionist organisation in Palestine. In that connexion special interest attaches to the dual position of Lord Melchett, (Sir Alfred Mond) as treasurer of the Zionist organisation and chairman of Imperial Chemical Industries, which could not fail to be directly concerned in the prospect of a vast addition to the world's chemical resources. Finally, the ordinary man there cannot but be a certain fascination in projects for the exploitation of an area so intimately familiar through Biblical narrative.

The Main Issues.

To attempt to express in even the most approximate figures the value of the Dead Sea salts is largely futile. No serious investigations could be undertaken till Allenby had brought Palestine under the British flag, for under Turkish rule any commercial enterprise in that region was sternly discouraged.

What is known definitely is that the salts the Jordan has been washing down for centuries into a lake whose waters have no outlet except by evaporation, have remained in rich deposits which can certainly be extracted and marketed on a profitable commercial basis. The principal substances are potash, magnesium, and bromine, and of these by far the most important is potash, an indispensable fertiliser, of which the world's existing supplies are unequal to the world's existing needs. Consumption, at any rate, would certainly increase substantially if the price were brought down by an increase of the world's supply, unless—and in that connexion serious concern was expressed in one of the House of Lords debates—the Dead Sea postash, when once the enterprise for extracting it takes shape, should by some understanding of the cartel type be worked in such relationship with existing concerns in Germany as to maintain prices artificially at their present level.

These broader issues are intrinsically more important than the

immediate question of who is to get the actual concession and on what terms. Clearly there will have to be a heavy royalty to the Palestine and Transjordanian Governments, which, if the project develops in accordance with reasonable expectations, will thus have at command a revenue comparable to that which Chili has long enjoyed from the taxes on her nitrate.

Three Groups in the Field.

The story of the applications from would be concessionaires and their handling by the Colonial Office is long and at some points controversial. Certain of the applicants, at one time rivals, have joined forces, and there appear to be now in the field only three groups—one comprising a partnership between Mr. Moses Novomeysky, a Russian Jew now domiciled in Palestine, and Major Tullech; the second in which Lord Inverforth is understood to figure largely, represented by a well-known firm of chartered accountants; and the third mentioned in the House of Lords as consisting of Mr. Maitland Edwards and Major Henry.

This latter group claims to have acquired a valid pre-war Turkish Concession and is understood to have parted with much of its interest to a French syndicate, a fact which might enable the question to be raised internationally. If the Colonial Office declared against this claim and awarded the Concession elsewhere. That, indeed, is precisely what the Colonial Office has done, or is doing, for it has been definitely stated that Mr. Novomeysky and Major Tullech are the favoured claimants, provided they can give certain guarantees as to their ability to carry through the project on a successful commercial scale. It appears to be on this point that the actual grant of the Concession is hanging fire.

World Price of Potash.

The first tenders were called for as long ago as 1925, but none presented in that year was found satisfactory. Amended tenders were received in 1926; and somewhere about April, 1927, the Colonial Office decided in favour of the Novomeysky-Tullech application. The grant, however, has apparently still not been made definitive, and the rival claimants are still pressing their interests in different ways, partly through friends in both Houses of Parliament, a house having been directed, in the Lords especially, against the Government the last time the question was debated.

But what matters to the world is not who gets the concession, but whether as a result of the grant of it to one applicant or another agriculture gets the potash and gets it at a figure below the world-price now prevailing. Before that can happen several problems will have to be solved, notably that of labour and transport. The Dead Sea is less than fifty miles from the Mediterranean, but it lies 1,300 feet below the sea-board, and railway construction over singularly difficult country will be needed. Labour, moreover, will present serious difficulties, not only because no adequate supply exists in the neighbourhood, but because the whole district is malarial, and unless that scourge can be overcome, the workmen will have to be moved from the valley to the hills each night.

But such problems will, no doubt, be conquered, and there seems every prospect that before many years have passed an area barren and desolate throughout human history will be the centre of an industrial enterprise of world-wide importance.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From EUROPE AND STRAITS.

The Steamship,

"BENVANNOCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 7th September, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.
 Hongkong, 16th August, 1928.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE AND STRAITS.

The Steamship,

"LIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 23rd August, 1928, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,
 Hongkong, 16th August, 1928.

HOLLAND-OST AZIE LIJN.

(HOLLAND-EAST ASIA LINE.)

from

AMSTERDAM ROTTERDAM

HAMBURG BREMEN and

GENOA.

The Steamship

"SALABANGKA,"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th August, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 24th August, 1928, at 10 a.m. by Messrs. Goddard and Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents,
 Hongkong, 17th August, 1928.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"PHILOCTETES"	23rd Aug.	M'les, London, R'dam & Hamburg
"ARNEAS"	4th Sept.	M'les, London, R'dam & Glasgow
"ACHILLES"	18th Sept.	M'les, London, R'dam & Hamburg

LIVERPOOL SERVICE

"ANTILOPHUR"	20th Aug.	Glasgow, Havre, Liverpool & Glasgow
"TROICER"	22nd Aug.	Havre, Liverpool & Glasgow

PACIFIC SERVICE

"TIXON"	23rd Aug.	Victoria, Vancouver & Seattle
"TYNDAROS"	15th Sept.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"LYCAON"	24th Aug.	New York, Boston & Baltimore
"PHENIX"	17th Sept.	Boston, New York & Baltimore

PASSENGER SERVICE

"ARNEAS"	4th Sept.	Singapore, Marseilles & London
"SARPEDON"	3rd Oct.	Singapore, Marseilles & London

OUTWARD SERVICE

"AUTOMEDON"	due 19th Aug.	Shanghai & Kobe
"SARPEDON"	due 23rd Aug.	Shanghai, Taku, Daire

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:—
Butterfield & Swire.
 Agents

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles

The Sunshine Belt via Honolulu

FORTNIGHTLY SAILINGS ON TUESDAYS

President Jackson	Tuesday, Aug. 28th, 7 a.m.
President McKinley	Tuesday, Sept. 11th
President Grant	Tuesday, Sept. 26th
President Cleveland	Tuesday, Oct. 9th

To Seattle and Victoria

The Short, Straight Route to America

FORTNIGHTLY SAILINGS ON TUESDAYS

President Pierce	Tuesday, Aug. 21st, Noon
President Taft	Tuesday, Sept. 4th
President Jefferson	Tuesday, Sept. 18th
President Lincoln	Tuesday, Oct. 2nd

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

Round the World

FORTNIGHTLY SAILINGS ON SUNDAYS VIA MANILA, STRAITS, COLOMBO, SUEZ CANAL, ALEXANDRIA, NAPLES, GENOA, MARSEILLES, NEW YORK & BOSTON.

President Monroe	Sunday, Aug. 26, 8 a.m.
President Wilson	Sunday, Sept. 9, 8 a.m.
President Van Buren	Sunday, Sept. 23, 8 a.m.
President Hayes	Sunday, Oct. 7, 8 a.m.

To Manila

President Jackson	Aug. 18th, 6 p.m.
President Monroe	Sunday, Aug. 26th, 8 a.m.
President Taft	Aug. 28th, 6 p.m.
President McKinley	Sept. 1st, 6 p.m.

SPECIAL ROUND-TRIP SUMMER FARES.

From Hongkong to Shanghai and Return ... HK\$120.00
 " " " Kobe ... HK\$210.00
 " " " Yokohama ... HK\$235.00

Round-trip Tickets at the above rates will be sold until September 21st, and will be valid for return passage up to Three months from date of issue.

For Bookings, Passenger and Freight Information apply to
 12, PEDDER STREET, (opposite Hongkong H. tel.)

Telephone Central 2477, 2478 & 795
 Cable Address "Dollar"

CANTON BRANCH:—304, Ka Naam Tong Building.

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BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... **ELLERMAN LINE**

"CITY OF PEKIN"	Havre, London, Rotterdam & Hamburg	24th August.
"CITY OF HALIFAX"	London, Rotterdam & Hamburg	2nd Sept.
"CITY OF KHARTOUM"	Havre, London, R'dam & Hamburg	24th Sept.

BOSTON, NEW YORK & BALTIMORE ... **AMERICAN & MANCHURIAN LINE**

"CITY OF LINCOLN"	via Suez Canal	5th October.
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ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & CUBAN PORTS ... **AMERICAN & ORIENTAL LINE**

"MYRTLEBANK"	via Suez Canal	2nd September.
"BIRCHBAK"	via Suez Canal	15th October.

MAURITIUS & SOUTH AFRICA ... **ORIENTAL AFRICAN LINE**

"TINHOW"		15th November.
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Loading for Mauritius, Beccau, Delagoa Bay, Durban, East. London, Algoa Bay (Port Elizabeth), Morsk and Bay Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhassana, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4701.

THE BANK LINE, Ltd.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI via SWATOW & SHANGHAI	Hopsang Kwatsang Hangsang Foshsing	Sun. 19th Aug at noon. Wed. 22nd Aug at noon. Sun. 26th Aug at noon. Wed. 29th Aug at noon.
TO OSACA via AMOY, SHANGHAI, MOJI & KOBE	Kumiesang	Thurs. 23rd Aug at 7 a.m.
TO OSACA via AMOY & KOBE	Fooksang	Fri. 14th Sept at 7 a.m.
TO CANTON	Chipsiang	Satur. 18th Aug at 9 p.m.
TO STRAITS & CALCUTTA	Namsang	Satur. 25th Aug at 3 p.m.
TO SINGAPORE & PENANG	Yuensang	Mon. 20th Aug at 3 p.m.
TO TIENTSIN	Chipsiang	Tues. 21st Aug at noon.
TO SANDAKAN	Mausang Hinang	Wed. 22nd Aug at 3 p.m. Wed. 29th Aug at 3 p.m.

SUMMER TRIPS TO JAPAN.

Excellent 1st class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175. to Kobe and \$200. to Yokohama. These return tickets are available for 3 months. Further reductions made for parties of not less than 4 adults.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central General Managers

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.	Steamship "GLENSHANE" (Via Oran) ... 18th Aug.
	Motor Vessel "GLENOGLE" (Via Oran) ... 11th Sept.
	Motor Vessel "GLENAMOY" (Via Oran) ... 21st Sept.
	Motor Vessel "GLENAPP" ... 31st Oct.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.	
	Motor Vessel "GLENARRY" ... 1st Sept.
	Motor Vessel "GLENAPP" ... 14th Sept.
	Motor Vessel "GLENHIEL" ... 28th Sept.
	Steamship "CARNARVONSHIRE" ... 14th Oct.
	Motor Vessel "GLENBEG" ... 26th Oct.

For freight, passage, and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, ILOILO AND THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DEPART HONGKONG ON OR ABOUT	HAILE HENCE ON OR ABOUT
TAIPING	7th September	14th September
CHANGTE	9th October	16th October
TAIPING	6th November	13th November
CHANGTE	7th December	14th December

*Calls at Iloilo.

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36 Agents.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG—CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m.	(Sundays and 10.00 p.m. only).
Sailings from Canton—Daily at 8 a.m.	(Sundays and 4.30 p.m. only).

HONGKONG—MACAO LINE.

FROM HONGKONG	FROM MACAO
8 A.M. and 2 P.M.	8 A.M. and 2 P.M.
(Weekdays only).	(Weekdays only).

EXCURSION TO MACAO.

ON SUNDAY, 19th AUGUST.

S. S. "SUIAN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PA SAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

BRITISH AIRMAILS.

NEW WEEKLY SERVICE TO SOUTH AMERICA.

London, Aug. 17.

Following a successful experiment in speeding up the trans-Atlantic mails by use of aeroplanes, the Post Office has started a weekly airmail service to South America. Letters are carried airmail in the first and last stages of the journey and intermediately by steamer, reaching Rio de Janeiro in eight days.

The special air fee is 4s. 6d. per half-ounce in addition to ordinary postage.—*Reuter.*

THE TREATIES.

SINO-GERMAN TARIFF TREATY SIGNED.

Nanking, Aug. 17.

Dr. C. T. Wang and the German Minister have signed a treaty whereby China and Germany agree to grant each other absolutely equal treatment in Customs and related matters, and engage to enter as soon as possible into negotiations for a Treaty of Commerce, based on the principle of perfect parity.

The new treaty is supplementary to the Sino-German agreement of May 19, 1921.—*Reuter.*

DR. WANG IN CANTON.

WHY RECOGNITION IS BEING WITHHELD.

Dr. Wang Chung-hui, the Nationalist Minister of Justice, arrived in Canton on Thursday morning by the Taishan, accompanied by his brother Professor C. Y. Wang, and the two delegates sent by the Branch Political Council to meet him in Hongkong. There were many notables waiting at the wharf when the Taishan tied up, while on the Bund outside the pier was drawn up a special guard of honour for the distinguished visitor.

An interview was accorded a Canton Gazette representative, and Dr. Wang's views on several phases of the present political situation will be of interest to students of China's affairs.

"Recognition of the Nationalist Government as the Government of China must be accorded by the Foreign Powers in the near future. They simply cannot withhold recognition or delay taking such a step much longer. The only possible excuse—there is no valid reason—that the Foreign Powers can put forward for withholding recognition is that present political conditions are not yet stabilised. But how is it not stabilised? Internal fighting has ceased, Peiping has been captured, all the provinces profess allegiance to the Central Government, and this body therefore functions as the supreme governing authority of the whole of China. This excuse is simply a groundless fear arising from the widespread conception that China is a country of incessant turmoil. It is now over a month since unity of the whole country has been achieved, and up to the present there has been no quarrelling or differences among the military leaders. Foreign wisemen are not slow to prognosticate that with the capture of Peiping from the Fengtien troops, the Nationalist leaders would quarrel among themselves and turn on one another. That has not happened, and up to the present there is not the least likelihood of dissension. The Nationalist Government therefore cannot be denied as the Central Government of a unified China and recognition must be accorded very soon."

Treaty Revision.

"With regard to the numerous unilateral treaties that China was made to sign with foreign nations in the past, and the present popular demand for their revision, from a point of law unilateral abrogation is not permissible. It is but right that China should demand the conclusion of new treaties on a basis of equality since the existing treaties are all one-sided and are but fetters that restrict and hamper the development and growth of the country. It is difficult to say whether the foreign powers will consent to these treaties being swept away before they are due to expire, but perhaps in view of the tremendous change that has taken place since they were signed, and the present altered circumstances it may be possible to induce them to yield to the wishes of China's people."

Japan's interference.

Asked what his views were on the present Manchurian situation,

TAISZEMA STOPPED.

FAILS TO PASS SURVEY FOR DAMAGE.

Owing to damage received in a collision with a river tow remaining unrepaid, the s.s. Taiszema failed to pass Government surveyors on Thursday, and with clearance withheld, the vessel has now been laid up and is at anchor off Shamshui.

It is believed that the collision occurred in the West River on July 20, since when the ship has made four voyages to Wuchow and adjacent ports, without any attempt being made to effect repairs.

At her wharf, the vessel has been something of an eye-sore to ship-lovers, with a three feet hole in her starboard bow, another almost as large nearer the waterline amidships, her bulwark rails twisted beyond recognition as such and deck gear in an unsightly state.

Previously running to Kwangchow under the Chinese flag, and latterly to West River ports, her cargoes have been a miscellany of cattle, charcoal, woodoil and domestic commodities.

A WAR TRAGEDY.

REMAINS APPLIED FOR.

London, Aug. 17. The Admiralty are applying to the Soviet authorities for the return to England of the remains of the forty men killed in Submarine 155.—*Reuter.*

Dr. Wang said: "Japan's action in opposing an agreement between Manchuria and the Nationalist Government is a direct interference with China's internal affairs. It is a flagrant violation of the terms and spirit of the Washington Conference, and has no justification whatsoever. An appeal can be made to the League of Nations, only I do not think the League will take any action, but such a protest to the League should be lodged as a matter of record for future action."

Branch Political Councils.

His opinion on the Branch Political Councils is that "the Branch Political Councils are purely creatures of practical necessity. They serve to form an intermediary through which the Central Government could keep in touch with Provincial affairs and conditions. So long as necessity demands their existence they should be maintained. As to the news that has just come through that the Fifth Plenary Session has resolved on the abolition of these Councils as from 1929, I do not think that in the few months that will elapse between now and the date of abolition conditions will change sufficiently to justify their dissolution. These Councils serve a useful purpose in maintaining contact between the Central authority and the provinces and until circumstances and conditions improve to a degree where direct control by the Central authority is practicable I think it will be a mistake to act hastily in abolishing them. Ultimately, when they have outlived their usefulness, then will be the time to abolish them."

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"PORTHOS"

Bringing Cargo from MARSEILLES &c., also cargo from BORDEAUX, COGNAC &c., ex s.s. "FORMIGNY"

Consignees are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Tuesday the 23rd August, 1928, or they will not be recognised. Damaged packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignee at 10.00 a.m. on Monday, the 20th August, 1928. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 14th August, 1928.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLEBRO' LONDON and STRAITS.

The Steamship,

"BENLEI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent. All claims against the steamer must be presented to the undersigned on or before the 4th September, 1928, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 14th August, 1928.

OCEAN STEAM SHIP CO., LTD.

And

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel,

"CALCHAS"

From UNITED KINGDOM via SINGAPORE,

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th August.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong 16th August, 1928.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
RAJPUTANA	16,568	18 Aug noon	Bombay, M'les & London
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London
*KALYAN	9,114	15th Sept.	M'les, L'don, A'werp & Hull
*KASHGAR	9,005	29th Sept.	M'les, L'don, A'werp & Hull
*MIRZAPUR	6,715	13th Oct.	Straits & Bombay

*Cargo only. *Calls Case Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Ekedival Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,006	10th Sept.	S'pore, Penang & Calcutta
TAKADA	6,849	1st Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	15th Oct.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	31st Aug.	Manila, Sandakan, Thure
ST. ALBANS	4,500	28th Sept.	Island, Townsville, B'hane
ARAFURA	6,000	2nd Nov.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hiole, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports en route as indicated above.

Frequent connections from Australia with the following—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TILAWA	10,006	19 Aug. 6 a.m.	Amoy, Moji, Kobe & Osaka
WARFIELD	6,006	19 Aug. 6 a.m.	Shanghai, Moji & Kobe
GAMBADA	5,307	30th Aug.	Amoy, S'hai, Moji, Kobe & Osaka
INAGORE	5,283	31st Aug.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	31st Aug.	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yoko
MIRZAPUR	6,715	13th Sept.	Shanghai, Moji & Kobe

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C. Agents.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

\$120, \$112, \$110 \$102 \$88 via SAN FRANCISCO

\$8440 \$8420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tonyo Maru ... Tuesday, 21st Aug.

Korea Maru (Calls Los Angeles) ... Tuesday, 4th Sept.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Kashima Maru ... Saturday, 25th Aug.

Hakone Maru (Calls Hull) ... Saturday, 28th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru ... Wednesday, 22nd Aug.

Tango Maru ... Wednesday, 19th Sept.

BOMBAY via Singapore, Penang & Colombo.

Ceylon Maru (Omit Penang) ... Monday, 29th Aug.

Sado Maru ... Tuesday, 11th Sept.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu.

Los Angeles, Mexico & Panama

Anjo Maru ... Saturday, 18th Aug.

Bokuyo Maru ... Saturday, 29th Sept.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kawachi Maru ... Thursday, 6th Sept.

NEW YORK and BOSTON via PANAMA.

Calcutta Maru ... Saturday, 18th Aug.

Taketoyo Maru ... Saturday, 8th Sept.

LIVERPOOL via Port Said, Genoa & Marseilles.

Lyons Maru (Calls Glasgow) ... Thursday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

Penang Maru ... Sunday, 19th Aug.

Akita Maru ... Thursday, 30th Aug.

NAGASAKI, KOBE & YOKOHAMA.

Aki Maru ... Friday, 21st Sept.

SHANGHAI, KOBE & YOKOHAMA.

Matsumoto Maru ... Sunday, 19th Aug.

Rangoon Maru (Moji Direct) ... Sunday, 19th Aug.

Fushimi Maru ... Monday, 20th Aug.

Kanagawa Maru (Kobe Direct) ... Wednesday, 22nd Aug.

*Cargo only.

Subject to alteration without notice.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG:

S.S. "LYCAON" ... via Suez Canal 24th Aug.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS
LIMITED.

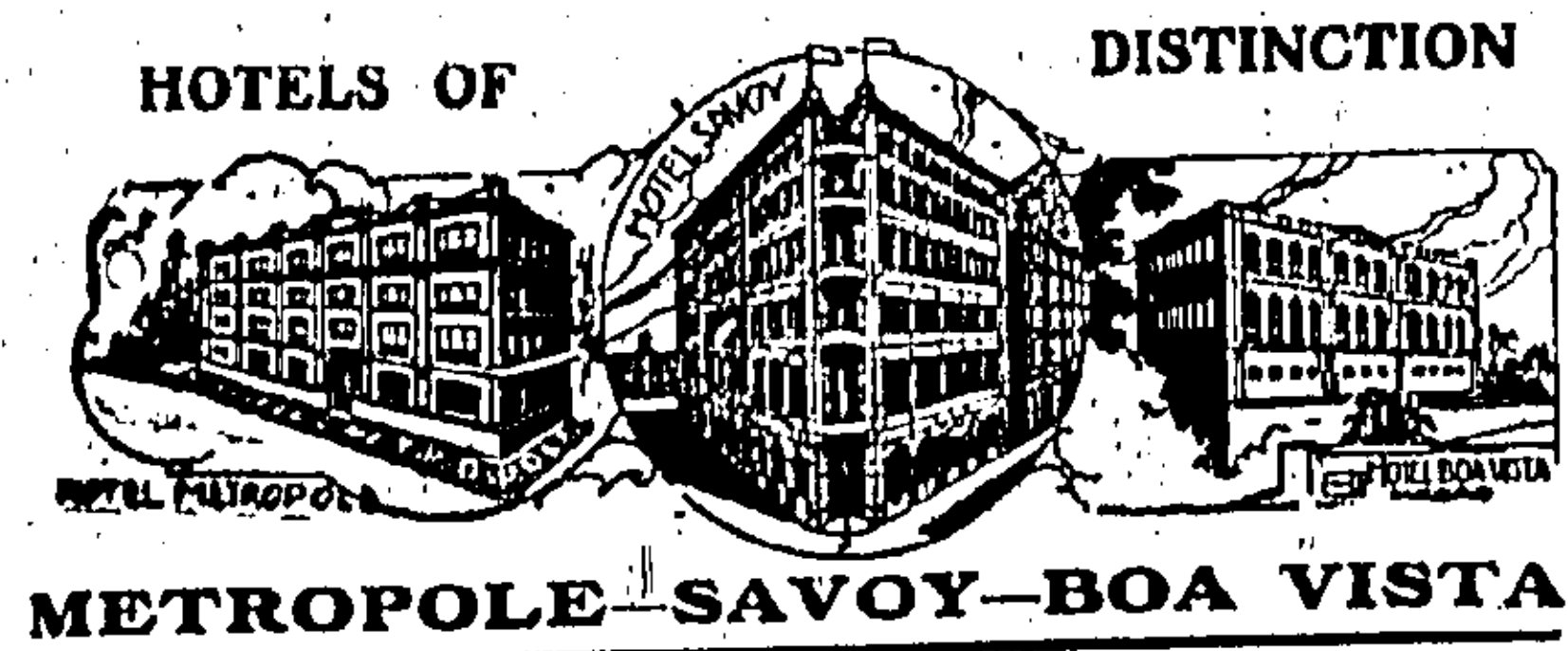
In association with the Grand Hotel,
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone.

TEA DANCES:

Monday, Wednesday and Friday, from 5 to 7 p.m.
Hotel launch meets all steamers.
(\$25 for thirty Tiffin Tickets can be had at the Office of the above Hotel).
Tel. Add: "Victoria." J. H. WITCHELL, Manager.
Telephone C. 373.



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PALACE HOTEL.

Tel. Kowloon No. 3. Tel. Address: "Palace."
UNDER ENTIRELY EUROPEAN MANAGEMENT.
A first-class Residential and Tourist Hotel with all the conveniences of a Home.
Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms; families specially catered for.
For terms apply to:—
Mrs. J. H. Oxberry, Proprietress.
Hotel newly renovated.

KOWLOON HOTEL
KOWLOON.

SPECIAL SUMMER RATES.
Daily from \$ 5.00
Monthly from \$125.00

Under the Personal Supervision and Attention of
MR. & MRS. H. J. WHITE.
Cables "KOWLOON"
Hongkong.
Phone Nos. K. 608 & K. 609.

EUROPE HOTEL
SINGAPORE.

After-dinner dancing every
Tuesday, Thursday and Saturday.
Grill

THE EUROPE HOTEL LTD.
Arthur E. Odell, Managing Director.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA, MACAU.

Cable Address: "RIVIERA, MACAU."

NAVAL BILLIARDS.
WIN FOR BERWICK OVER THE TAMAR.

A billiard match was played last night at the Chief Petty Officer's Recreation Club, Hongkong Dockyard, between the Chief Petty Officers of H.M.S. Tamar and those of H.M.S. Berwick, the latter winning by just over a hundred. The men from the Berwick showed especially good form and apparently the vessel has the makings of a good billiard team. The scores were:

H.M.S. Berwick—Littly 150, Cowan 160, Gaden 180, Matthews 150, Watkins 160 and Evans 102: Total 832.
H.M.S. Tamar—Ambling 113, Yeo 132, Harris 150, Cloake 99, Pengelly 86 and Hancock 150: Total 730.

Shanghai, Aug. 17.
The Chinese Minister at Tokyo has been instructed to lodge a strong protest against the expulsion of the Chinese magistrates from Szechwan and elsewhere in Shantung.—*Reuter*.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

YESTERDAY'S PRETTY WEDDING.



Group taken at the wedding, at Union Church yesterday, of Mr. Felix Hille and Miss Hilda Beatrix Komor. (Photo: Mee Cheung).

ANGLO-FRENCH NAVY AGREEMENT.

WHAT THE PARIS PRESS THINKS.

Paris, Aug. 4.
The French Press stress the importance of the Anglo-French naval understanding, which, it points out, demonstrates the excellent relations existing between the two countries, and constitutes the achievement of another difficult step towards disarmament.

The *Petit Parisien* notes that the Agreement reflects the confidence and goodwill which each country has for the other, and it suggests that the contracting parties have undertaken, under the Agreement, to limit their armaments rather than tonnage, in order to diminish the offensive value of the ships without reducing their defensive value.

The *Matin* observes that, contrary to the Treaty of Washington, which dictates humiliating conditions, the present project establishes the limitation of armaments by mutual consent, and sees in the agreement, discussed at Geneva, a measure hastening the limitation of land and sea armaments.

The paper says that as the result of the disagreement between the Powers at the meeting of the Provisional Disarmament Commission, with regard to the limitation of naval armaments, and also with the object of enabling that Commission to resume its labours, France and Great Britain are now seeking a formula of compromise safeguarding French naval interests. The two Powers firmly hope that the other Naval Powers will also rally to the compromise, the details of which, for reasons of etiquette, have not yet been published.—*Indopacifi.*

CORRESPONDENCE.

THE TRAPPED SPARROW.

[To The Editor of Hongkong Telegraph.]

Sir,—I saw a peculiar sight this morning—a sparrow trapped in a devilish cage.

For some reason, wicker cages are affixed to the top of flush closet standpipes and in one of these on the roof of the Jockey Club stands at the racecourse a poor sparrow had somehow got himself imprisoned and couldn't get out. Unless he is rescued today he will probably die. I'd have done it myself, but was on a tram and had no authority to order the coolies.

What is the S.P.C.A. doing to permit bird traps like this?—Yours, etc.,

HELPLESS.

Hongkong, Aug. 18, 1928.

"FAIR TO SHOWERY."

The weather report issued by the Royal Observatory this morning states that pressure is high to the N.E. of Japan and low over S.W. China. The typhoon is about 60 miles S.W. of Kagoshima, moving N.W.
Forecast:—S.W. winds, moderate, fair to showery.

Visitors to the Zoo up to the end of June totalled 939,363.

RECOGNITION OF NANKING.

CUBA TO MAKE THE FIRST MOVE.

SUGAR CONSIDERATION

Havana, Aug. 17.
The formal recognition of the Chinese Nationalist Government by General Machado de Morales, President of Cuba, is interpreted as a move to create a market for surplus Cuban sugar in China, which course was recently strongly recommended by the Department of Agriculture.

This view is supported in an announcement by the State Department that negotiations would be opened immediately with China for the conclusion of a Commercial Treaty.—*Reuter*.

Chefoo Independence.

Canton, Aug. 17.
According to a wireless message picked up here this afternoon, Chang Chung-chang, the ex-tupan of Shantung, has arrived in Chefoo in a Japanese steamer, with a large consignment of ammunition and arms, including 300 cases of cartridges, 200 rifles and 10 machineguns. There is every indication that Chang intends to fight for possession of Chefoo if necessary. He has ordered his subordinates to recruit new troops.

The Chinese Chamber of Commerce at Chefoo has been subjected to demands for large sums of money, which Chang Chung-chang requires for the maintenance of his army. Many rich merchants have left the city.

Moderates Resigning.

Shanghai, Aug. 17.
Following their successive defeats on matters of policy at the Fifth Plenary Session, the Moderates are indicating their disappointment in a variety of ways.
Mr. Tsai Yuan-pel, one of the more prominent Moderates, has announced his resignation of the post of acting Minister of Justice, and other portfolios.

Marshal Chiang Kai-shek is likely to be elected Chairman of the Nationalist Government and Chief of the newly organized Executive Council of Interior Mr. Tso Fu-pel, according to a Nanking message, has also tendered his resignation to the Nanking Government.

Dr. Wang Chung hui.

It is stated that Dr. Wang Chung-hui is likely to be elected, at the forthcoming Nanking Political Council meeting as Chief of the newly-organized Nanking Judicial Council.

Delegation to Nanking.

Shanghai, Aug. 17.
A delegation from Mukden headed by Hsing Shih-lien is going to Nanking to submit a full report of the recent political crisis created by Japan, also to make detailed arrangements for the adherence of Manchuria to the Nationalist Government.

Chang Hsueh-liang has appointed Hsing Shih-lien resident representative at Nanking.—*Reuter*.

Peking, Aug. 17.
On instructions from Yen Hsi-shan the local authorities have issued a proclamation ordering all Labour Unions to dissolve. The authorities state that communist

HONGKONG FACTORY REGULATIONS.

NEW RULES REGARDING MEANS OF EGRESS.

The Government Gazette notifies that the regulations made under the Factory (Accidents) Ordinance, 1927, on the 14th April, 1927, are hereby amended by the addition of the following regulations:
11. While any person employed in a factory is within the factory for the purpose of employment or meals, the doors of the factory, and of any room therein in which any such person is, must not be locked or bolted or fastened in such a manner that they cannot be easily and immediately opened from the inside.

12. In every factory the doors of each room in which more persons than ten are employed shall, except in the case of sliding doors, be constructed or altered so as to open outwards. In case of alteration of doors to comply with this regulation the work shall as soon as possible be carried out by and at the expense of the proprietor of the business carried on in the factory.

QUEEN'S THEATRE.

TO-MORROW NIGHT'S ADDED ATTRACTION.

The juvenile eccentric dancers, Miss Cherie Valentine and Miss Tomasita Birdwell, who proved so popular during their season in Hongkong a few weeks ago, have just completed a successful season in Manila and will re-appear at the Queen's Theatre as an additional attraction at the 9.20 p.m. performance to-morrow and on Monday night.

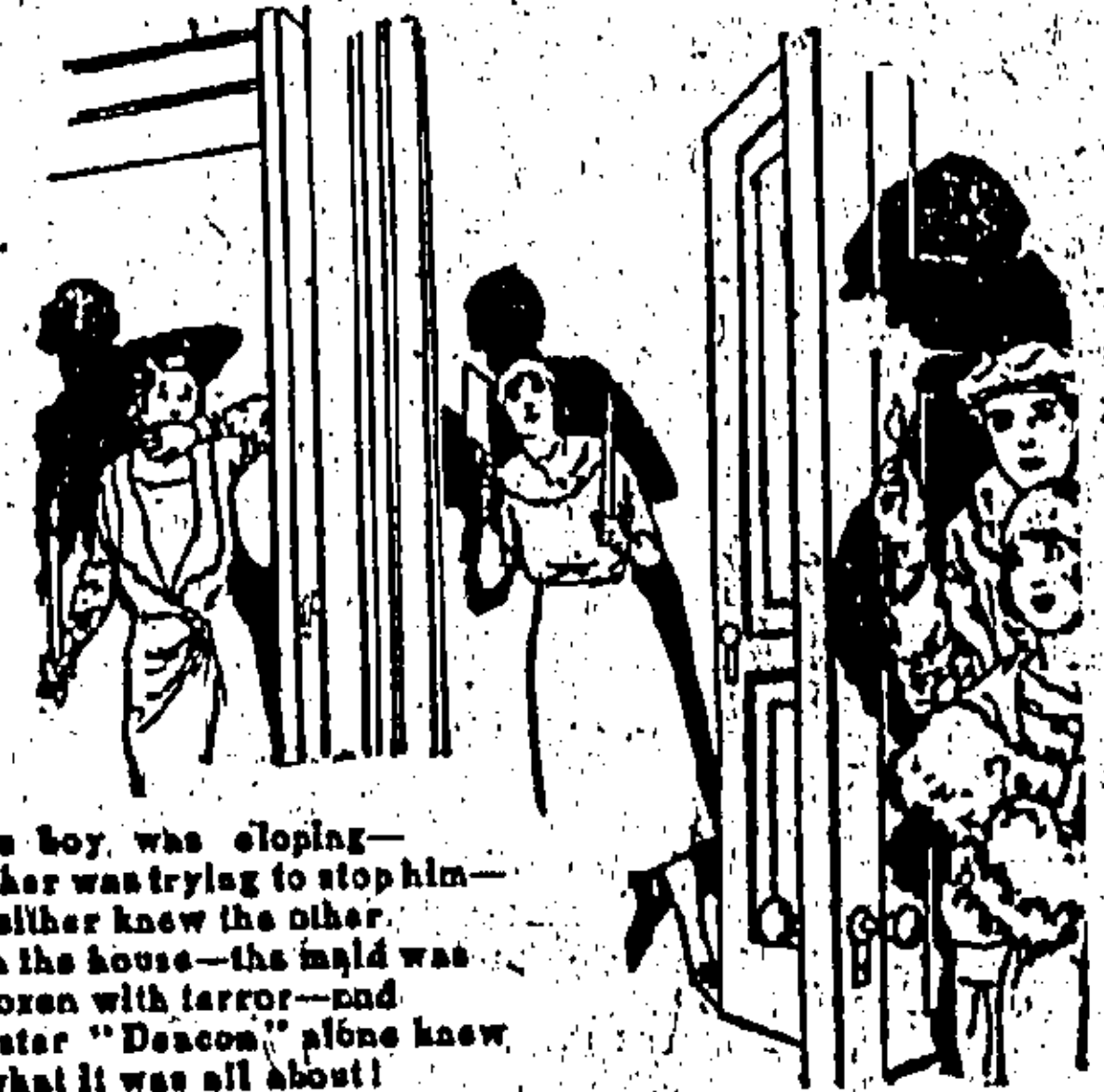
These versatile young artists, aged nineteen and sixteen, respectively, give a remarkable performance of modern classical, eccentric and jazz dancing.
The "Black Bottom," at which Miss Birdwell proves herself to be a complete expert, will be repeated in to-morrow's programme, and another item that was enthusiastically received, "The Peacock Dance," executed with much charm and grace by Miss Valentine, will also be included. Those who failed to see the artists during their first appearance in Hongkong should not miss this opportunity of enjoying a decidedly refreshing entertainment, while those who did attend know the pleasure that awaits them in going again.

Arrested on a warrant issued by the Magistrate following his non-appearance on a charge of being in unlawful possession of a revolver, Lam Shui, ex-chief stoker of the s.s. Winamac, was refused bail when he appeared before Mr. W. Schofield at the Kowloon Magistrate's Court this morning. The hearing was fixed for next Thursday afternoon.

A message was received over the telephone at the No. 7 (West Point) Police Station, last night, from Captain James Macdonald, to the effect that Mr. O. Phillips, who was taken to the Government Civil Hospital from the Sallors' Home, seriously ill, died in the reception room of the Hospital within a few minutes of his admission.

activities have recently increased, making such an order necessary in order to prevent class strife.—*Reuter*.

MYSTERY—THRILLS—LAUGHTER!



The boy who stole—
The mother was trying to stop him—
Neither knew the other—
Was in the house—the maid was
Frozen with terror—and
The sinister "Dance" alone knew
What it was all about!

CARL LAEMMLE presents

JEAN HERSHOLT & ALICE JOYCE in
13 WASHINGTON SQUARE

with GEORGE LEWIS AND ZASU PITTS

SOMETHING new in mystery melodrama—
Creepy chills and laughing thrills—A
charming love story and a sinister plot—One
of the most unusual pictures of the season.

AT THE **QUEEN'S** FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 and 9.20.

The Funniest Family in the Films!

W.C. FIELDS
In **The Potters**

With
IVY HARRIS
MARY ALDEN

Directed by FRED NEWMYER

Everybody laughs at
father, but see him
have his crowded
hour of glorious life!



AT THE **WORLD** FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20
Interpretor 2.30 & 7.15.

HERBERT BRENON'S NEW SUCCESS!



Starring

LOIS MORAN—LYA DE PUTTI—JACK MULHALL
WILLIAM COLLIER, JR.

A strangely compelling drama of love and
destiny produced by the director of
"Beau Geste" and "Sorrell and Son" against
a picturesque background of New Orleans
during the Mardi Gras!

AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.